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## Oregon State Highway Commission - misc.

Oregon. State Highway Commission

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under control of the highway contractor and might interfere with his operations. The Commission referred the matter to the Attorney for further investigation and to determine definitely who is responsible for the issuance of the permit.

The Commission discussed a revised draft of an agreement with the Bonneville Power Administration covering the subject of a perpetual right of the Administration to construct power transmission pole lines over and across certain state highways. After careful consideration of the provisions of this agreement and assurance on the part of the Attorney that the objectionable clauses in the first draft of the agreement have been eliminated, the Commission approved the agreement and thereupon signed the same.

The matter of permitting certain individuals to continue to pump water from one of the borrow pit lakes adjacent to the Pacific Highway near the Southern Pacific Overcrossing at Eugene had the attention of the Commission. The question arose whether it would be advisable to let the persons who are now taking water from the lake continue to do so in view of the fact that the water level at the lake has been lowered several feet, making more or less unsightly the landscaping around the lake. The Commission deferred its decision in the matter pending investigation and report by the Engineer and the Attorney, such report to be rendered to Chairman Cabell, who was authorized by the Commission to pass on the matter and to issue instructions relative thereto.

The Commission discussed briefly matters pertaining to the authority of the State Parks Superintendent with respect to such of his activities as are mingled with federal activities in the development of state parks, but deferred action thereon until a future meeting.

The Attorney reported an offer from one of the employees of the General Construction Company, which is doing contract work for the state along the upper Columbia River Highway, to rent a dwelling situate on the Jordan property, which was acquired by the Commission in connection with the acquisition of right of way for this highway. The Attorney advised that this man has offered to pay \$7.50 per month rental for this building, but recommended that the request be denied. The Commission approved the recommendation as a matter of policy.

The Commission also discussed the offer of Mr. Coleman to purchase certain state-owned property in the wye formed by the junction of the new Pacific Highway East and the old Pacific Highway East, near the Abernethy Creek Bridge in Oregon City. The Commission deferred a decision in this matter pending personal inspection of the premises.

Mr. Charles A. Hart, Attorney for the United Railways Company, the S. P. & S. Company, and the Oregon Electric Company, which are involved in the Front Avenue project in Portland, came before the Commission relative to an item in the Portland newspapers of this date quoting Chairman Cabell as saying that the railroad companies are endeavoring to block the Front Avenue improve-

ment because they do not wish to remove their existing railroad tracks from Front Avenue. Mr. Hart stated emphatically that the railroad companies do not want to keep their tracks on Front Avenue and they resent any statement to that effect; further, that the only thing that the railroad companies have ever told the industries located along Front Avenue is that the railroad companies could not serve them as in the past if the Front Avenue project materialized and the railroad companies were required to vacate.

Chairman Cabell replied that he was glad to have Mr. Hart's statement and that if Mr. Hart would give him his personal assurance that the statement is a fact, he would be glad to accept it. However, the statement made by himself on the previous evening at a conference with members of the City Council was expressed as his firm belief and it would be difficult for him to change his feeling in the matter; further, that it seems to him that City Commissioner Bennett is acting more in the interests of the railroad companies than in the interests of the property owners, because, from statements that have been made to him, it appears that industries can be adequately served by some other means.

The Attorney reported an offer from Newell Wright, Grants Pass, to purchase certain state-owned property at Grants Pass to allow him access to the highway at that place. He inquired whether the Commission wished to sell this property. Action on this matter was deferred pending investigation and report by the Engineer and the Attorney.

The Commission discussed the matter of reconveying unto Thos. M. Gilchrist, Albany, certain property acquired from Mr. Gilchrist in connection with the securing of right of way for the new highway through this city. It appears that Mr. Gilchrist owns property near the intersection of the Pacific and Santiam Highways and that a portion of the same is required as right of way for the proposed traffic separation structure at this point and that the Commission purchased the area needed although it was not intended to construct the traffic separation structure in the near future. It also appears that Mr. Gilchrist wants his property deeded back to him and is willing to pay the Commission the sum that the state paid him for it, because, as conditions now exist, he has no access to the highway. The Engineer advised that plans have been made for an elaborate grade separation structure at this intersection but traffic conditions at the present time do not justify the expense. He suggested, in view of the fact that the state now owns this property, that it be retained and that the Commission give Mr. Gilchrist temporary access to the highway across the same pending use of the property for state highway purposes. The Commission deferred action on this matter pending further investigation by the Engineer.

The Commission discussed and approved the form of agreement disposing of the claim of Bruno Huslik, Bend, for damages arising out of the construction of the Bend Undercrossing Section of The Dalles-California Highway.

The Commission discussed and denied the application of Dr. Joseph D. Sternberg, Albany, to purchase certain state-owned property included within

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Portland, Oregon, October 18, 1940

The State Highway Commission met at 2:00 p. m. in Room 415, Imperial Hotel. Present were:

Henry F. Cabell, Chairman  
Huron W. Clough, Commissioner  
Herman Oliver, Commissioner  
R. H. Baldock, State Highway Engineer  
J. M. Devers, Attorney  
H. B. Glaisyer, Secretary

The Commission conferred with Messrs. W. H. Lynch, District Engineer, T. M. Davis, Senior Highway Engineer, and H. D. Farmer, Senior Highway Engineer, of the Public Roads Administration, relative to the selection of state highways for a strategic military highway system. The Engineer exhibited a map prepared by the Public Roads Administration outlining in color certain highways recommended by the federal government as being highways of first priority, second priority, and third priority from a military standpoint. He advised that in certain instances the routes recommended by the government officials do not represent the best strategic military routes in this state and suggested certain changes which, he said, are being recommended for adoption after very careful study, considering the value of the routes from the peacetime and motor users' standpoint as well as from the military standpoint. He exhibited a map, prepared in his office, showing the routes recommended by him. After a lengthy discussion of this matter the Commission approved the routes recommended by the Engineer and thereupon authorized him to recommend to the federal authorities the adoption of such routes as the strategic military highway system in Oregon. The Engineer was instructed to forward a copy of the map to the Public Roads Administration with a letter of transmittal, giving reasons for the suggested changes. (See map filed in general files under caption "Construction, Federal Aid, Strategic Military Highways")

The Commission discussed the question whether to readvertise the Sexton Mountain Project, for which bids were taken at the last meeting, or to award the contract to the second-low bidder, Roy L. Houck, Salem, on the basis of his bid submitted on October 10, 1940. The Engineer explained that the Commission, at such meeting, awarded this contract to M. L. O'Neil & Son, the low bidders, at their bid price of \$194,922.50 which was \$51,860.00 lower than the bid submitted by Mr. Houck, but M. L. O'Neil & Son have refused to enter into the contract for the work and have paid into the state highway fund the amount of their bid bond, \$9,746.13, because they feel that their bid is entirely too low and that they will suffer serious loss if they undertake to do the work at such bid price. The Commission decided unanimously after careful consideration that it would be inadvisable and unwise to award the contract to the second-low bidder because it would establish a very undesirable precedent, and thereupon ordered the Engineer to readvertise the project for new bids.

✓ Matters pertaining to the proposed Front Avenue Project in Portland were discussed by the Commission. Present and entering into the discussion of this matter were Messrs. Ben Morrow, City Engineer, and Ralph Regan, City Right

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of Way Buyer, representing the Portland City Council. The Attorney advised that the city council contemplates taking action on Thursday, October 24, 1940, as may be necessary to authorize the condemnation of certain properties that are needed for right of way for this improvement and the principal matter before the Highway Commission at this time is the approval of the options heretofore taken and the amount of damages that have been allowed in connection therewith. The city wants to proceed as rapidly as possible, he said, to close the options and will authorize the sending of notification to each of the grantors as soon as the amounts of the options and the settlements have been approved by the Highway Commission and the city council. The State Highway Engineer presented a written report from the City Engineer on this subject which included a tabulation of all the settlements agreed upon. After considerable discussion, the matter of approval of such settlements was referred by Commissioners Clough and Oliver to Chairman Cabell to pass on the individual items, it being understood that the Commission would confirm the action taken by Chairman Cabell on such matters at the Commission's next regular meeting.

Chairman Cabell advised that in his study of this matter he would consider claims for damages entirely separate from the claims for land and buildings, and would allow damages only in cases where land and buildings are not concerned and where lease tenants occupy buildings with long-term leases and will suffer real damage by reason of the highway improvement. He explained that a standard price has been set for land at one and one-fourth times the assessed value thereof and that a standard price of one and one-half times the assessed value of buildings has been established for such property. Commissioners Clough and Oliver approved this method of classification.

The Engineer reported receipt of a letter from the Union Pacific Railroad Company and the Southern Pacific Company, joint owners of the Steel Bridge over which it is proposed to route Front Avenue traffic when the Front Avenue project has been completed, which letter sets forth certain conditions under which the railroad companies are willing to allow the use of the upper deck of this bridge as a state highway route. He read this letter aloud. (See letter dated October 2, 1940, from F. N. Finch, General Manager, Union Pacific Railroad Company and E. L. King, Superintendent, Southern Pacific Company, directed to Mr. Henry F. Cabell, Chairman of the Oregon State Highway Commission, for details). He particularly pointed out that the railroad companies are willing to grant to the state the right to use the upper deck of this bridge for highway purposes for a period of 30 years at an annual rental of \$75,000 and if, in addition thereto, the state will maintain the upper deck surface, sidewalks and appurtenances down to the supporting steel and will maintain the streetcar tracks; further, will pay the cost of lighting the upper deck, wages of gatemen and other employees required in connection with the use of the upper deck for highway purposes, and provided the state shall also defend and hold the owners of the bridge harmless on account of personal injuries and property damage resulting from the use of the upper deck by vehicles and pedestrians. The Engineer also pointed out that the railroad companies are willing for the state to retain all payments made for the use of the upper deck by holders of franchises such as streetcar companies and companies operating trackless trolleys.

The Engineer gave as his opinion that the conditions and stipulations set forth in this letter, with two exceptions, are satisfactory in principle, the two exceptions being, first, the annual rental of \$75,000.00, and, second, the obligation that the state shall defend and "hold harmless the owners on account of personal injuries and property damage resulting from the use of the upper deck by vehicles and pedestrians". He said that he has gone very carefully into the history of this bridge, including costs, et cetera, and is unable to justify a rental in excess of \$65,000.00 plus the obligation of maintenance of the upper deck surface, et cetera. He recommended acceptance of the proposition offered by the railroad companies if they will agree to a reduction of the annual rental charge from \$75,000.00 to \$65,000.00 and will modify their requirements with respect to protection against personal injury and property damage, and will accept such protection as the Commission may lawfully offer. He read aloud a suggested form of letter directed to the railroad companies to that effect. After considerable discussion the Commission approved the letter by unanimous vote and thereupon signed the same. (See letter dated October 18, 1940, directed to Mr. Finch and Mr. King.)

The Engineer requested authority for Mr. Harold Say, Director of the Travel and Information Department, to attend at state expense the annual meeting of the Pacific Northwest Tourist Association which is to be held in Spokane, Washington, on November 1, 1940. He said that Mr. Say's expenses would probably not exceed \$15.00. The Commission approved the request subject to confirmation by Governor Charles A. Sprague.

Mr. L. A. McClintock, Pendleton, was present and discussed with the Commission matters pertaining to the proposed revision of the Old Oregon Trail between Stanfield, in Umatilla County, and Boardman, in Morrow County. Mr. McClintock stated that he owns considerable property that would be severed by this proposed cutoff, and suggested a revision in the proposed alignment, which, in his estimation, would serve the purpose equally as well as that adopted by the Commission and would increase the distance between Stanfield and Boardman by only 0.4 of a mile. He particularly pointed out that he grazes a lot of cattle on his property and if the alignment is not changed he will be forced to make a demand for a number of cattle passes as a right of way consideration; further, that the alignment adopted by the Commission disrupts his system of irrigation canals and ditches, whereas that feature could be avoided by adopting the plan that he suggests. He urged the Commission to make the change and offered to give free right of way across his property if the Commission will approve the same. After considerable discussion the Commission instructed the Engineer to investigate the matter thoroughly at once and report his findings to the Commission at the next meeting.

A letter was presented from Mr. Fred A. Williams, Attorney, Salem, renewing his offer to sell to the state 22 acres of ocean frontage between Agate Beach and the Yaquina Head Lighthouse Reservation in Lincoln County. Mr. Williams states in his letter that a short time ago he refused a very attractive offer for a portion of this property which was desired as a quarry site and he did not sell it because he felt that the entire tract should be preserved as a state park. He offered to sell the tract to the state at the rate of \$200.00 per acre and advised that he would accept from \$500.00 to

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Section, Hwy. and Owner	Purpose	Acres	Approximate Amounts	Agent
<u>Cricket Flat-Minam Section-Wallowa Lake Highway</u>				
8392-Bowman-Hicks Lumber Co.	R/W	4.7	\$4 per acre	Gardiner
<u>Ironside-Brogan Section-John Day Highway</u>				
8441-Eastern Oregon Land Co. Quarry		0.61	\$100 Lump Sum	"

The Attorney also requested authority to purchase certain properties that are needed as right of way for the proposed Front Avenue project in Portland. After careful consideration, the Commission approved the request and, by unanimous vote, adopted the following resolution pertaining thereto:

WHEREAS, in connection with the further improvement of the highways hereinafter designated, it is and has been necessary to acquire property for right of way, quarry sites, gravel or other material sites, or sites for the storage of materials, as hereinafter more definitely set forth, and

WHEREAS, as a result of negotiations carried on with the owners of the property required, options have been obtained, which options have been considered by the Commission, outlining the bases of settlement which have been agreed upon, and

WHEREAS, it is the judgment of the Commission that the said options should be approved and accepted, and/or the said reports be declared acceptable to the State Highway Commission as bases of settlement for the properties involved, and that the acquisition of the properties should be completed:

NOW, THEREFORE, BE IT RESOLVED that the several offers, or bases of settlement hereinafter enumerated be, and the same hereby are, approved and accepted, and that the Attorney for the State Highway Commission be, and he hereby is instructed to complete the acquisition of the said properties and to take title thereto in the name of the State of Oregon. The said properties hereby ordered and authorized to be acquired are as follows:

Section, Hwy. and Owner	Area	Approximate Amounts	Agent
<u>Front Avenue Project-Portland Section-Pacific Highway West</u>			
7963-Portland Trust & Savings Bank	70,750 sq.ft.	\$67,275.00	McCallister
7964-Portland Trust & Savings Bank	44,084 "	30,764.25	"
7965-Barde Steel Company	14,166 "	28,325.00	"
7966-Bissinger, Adolph, Heirs	19,286 "	24,025.00	"
7967-Jem Investment Company	13,188 "	10,987.50	"
7969-Stephens, Mrs. H. L., Heirs	6,825 "	5,357.50	"
7971-Fuller, W. P. Company	22,757 "	61,948.00	"
7973-Meier, Allen E.	22,642 "	44,462.00	"

(Continued on next page)



Section, Hwy. and Owner	Area	Approximate Amounts	Agent
(Front Avenue Project-Portland Section-Pacific Highway West continued)			
7974-Page Investment Company and Estelle Kisner	11,661 sq.ft.	\$27,046.56	McCallister
7976-Buttels, Jesse and James W.	5,792 "	10,000.00	"
7977-Webb, Mary E.	5,781 "	10,000.00	"
7984-Cabell, Henry F. et al	24,022 "	45,585.00	"
7985A-The Reed Institute	24,108 "	46,276.00	"
7992-McMahon, L. T.	11,892 "	19,375.00	"
7994-Dolph, John M.	46,640 "	26,605.00	"
7994A-Thompson, D. P. Company	46,640 "	26,605.00	"
7994B-Dolph, John N.	46,640 "	26,605.00	"
7996-Stark-Davis Company	2,366 "	5,500.00	"
8002-Johnson, R. F. J.	2,802 "	5,815.00	"
8004-Burke, H.R. and Isabel	1,952 "	2,870.00	"
8006-Crumpacker, Cully C. and Menefee, Cornelia C.	7,816 " 1,952 "	13,580.00 3,305.00	" "
8007-Dodd, Corinth E.	6,157 "	13,505.00	"
8011-The Spalding Company	10,228 "	18,820.00	"
8014-Pioneer Real Estate Co.	12,500 "	48,401.25	"
	28,287 "		
8015-Couch, Caroline, Inc., Estate	10,500 "	16,193.75	"
8016-Lewis Investment Company	27,395 "	9,925.00	"
8017-Flanders, Inc., Estate	27,395 "	35,675.00	"
	31,473 "		
8020-Ore.-Washington RR & Navigation	61,840 "	48,325.00	"
8020-Ore.-Washington RR & Navigation	60,000 "	3,587.50	"
8001-Ore.-Washington RR & Navigation	96,788 "	73,325.00	"
8018-Southern Pacific Company	36,425 "	31,671.00	"
8019-Portland Gas & Coke Co.	43,243 "	35,135.00	"
7970-Public Market Company of Portland	122,761 "	61,576.60	"

The Attorney requested authority to condemn certain parcels of real property that are needed for various highway improvements and recommended the following offers for purposes of condemnation:

Name	Purpose Required	Recommended Offer
C. R. Gillette	R/W	\$ 200.00
Sarah Agnes Young	"	4,250.00
Rosa Goldberg	"	240.00

(Continued on next page)

the county is producing and stock-piling rock. The Engineer was instructed to furnish the county court with an estimate for this state work that the court might draw an order on the Secretary of State against its share of the gasoline tax funds to pay for the work.

A delegation from The Dalles, represented by County Judge J. B. Kirk and County Commissioner Mace Fulton, requested of the Commission the relocation of the Columbia River Highway through The Dalles, by constructing a new route along the water front where traffic could enter the highway without crossing the railroad tracks at grade. They said that the highway so located would relieve their narrow main street of congestion, which would be of great help in cases of fire. Judge Kirk pointed out that grain elevators, tank farms and all industrial development will always be on the river side of the railroad tracks. The Commission refused the request of the delegation because the project is too large and costly to construct at this time. Chairman Cabell suggested the designation and improvement of two routes through the city, one for trucks, and one for other traffic. This suggestion was looked upon with favor by the other members of the Commission but no action was taken.

Mr. Arthur E. Powell, Mayor of Central Point, requested that the Commission take over and maintain as a state secondary highway the road that connects Central Point with the Crater Lake Highway. He informed the Commission that the bulk of the traffic carried by this county road within the City of Central Point is through traffic traveling between the Pacific Highway and the Crater Lake Highway and that the city has no money to maintain the section through their town, which is badly in need of repair. He gave as his thought that it is not fair to require small country towns to build and maintain streets for through traffic. The Commission promised to investigate this project and consider it in relation to other projects in that county.

Mr. Powell offered to the Highway Commission, in behalf of the City of Central Point, sufficient right of way to straighten the "S" curve on the Pacific Highway at the north entrance to the city. The Commission promised to investigate this improvement and advise the city at a later date.

The Attorney submitted a form of agreement with the O.W.R. & N. Company, Multnomah County, and the Port of Portland, covering the Front Avenue project in Portland. The Commission approved the form with minor corrections.

The Attorney reported on the status of the Front Avenue railroad franchise controversy in Portland, which has been referred to the Interstate Commerce Commission by Public Utilities Commissioner Bean. He also reported on the question of whether or not the City of Portland shall take over the Public Market, saying that ownership will probably be settled at a meeting to be held January 6. If the City of Portland does not take over the Market property, there will probably be several months' delay in reaching a right of way settlement with the owners of the Market. The Commission thought it advisable not to award any contracts on the Front Avenue project until it is definitely assured that nothing could interfere with the completion of the whole project.



California the right to use a strip of state-owned land at the intersection of Union and Denver Avenues, Portland.

Easement granting Carl Bauers permission to construct and maintain a private roadway on state highway property at Harris Beach State Park, Curry County.

Ground lease with The Booth Land Company covering renewal of a stock-pile site lease on the Roseburg-Myrtle Creek Section of the Pacific Highway, in Douglas County.

Bargain and sale deed conveying unto Irvin A. Gibbins and wife all of Lots 3 and 10, Block 7, Kincaid Park First Addition to Eugene, Lane County. Right of way files No. 9310 and No. 9662.

Bargain and sale deed conveying unto Washington County 1.68 acres of land situate in Lot 16, Block 51 of North Plains in Section 12, Township 1 North, Range 3 West, W. M., Washington County. Right of way files No. 9407 and No. 9417.

Bargain and sale deed conveying unto R. A. Eastman, Jr., and wife 1.45 acres of land situate in the NE $\frac{1}{4}$  of Section 32, Township 28 South, Range 6 West, W. M., Douglas County. Right of way file No. 9643.

Bargain and sale deed conveying unto Benton County 2 acres of land situate in the NW $\frac{1}{4}$  of the SW $\frac{1}{4}$  of Section 13, Township 12 South, Range 5 West, W. M., Benton County. Right of way files No. 8125 and No. 4523.

The Commission adjourned at 5:45 p. m. and reconvened at 8:00 p. m. in Room 415, Imperial Hotel, with all Commissioners present and participating. Also present were the State Highway Engineer, the Attorney and the Secretary.

The Assistant Attorney rendered the following status report on the acquisition of right of way for the Front Avenue Project, Portland: original estimate of cost for such right of way, between the Steel Bridge and Southwest Columbia Street, was \$1,279,000. Practically all settlements have been made and it now is estimated that the total cost will be approximately \$30,000 over the original appraisal although this sum may be affected by any change which is made in the original estimated cost at the Public Market. Between Southwest Columbia Street and Southwest Barbur Boulevard the original appraisal was approximately \$300,000. Present estimates indicate that the cost will overrun about \$15,000. However, new and additional properties have been added, the estimated cost of which is approximately \$75,000, making the present revised estimate \$360,000 between Southwest Columbia and Southwest Barbur Boulevard. In addition to the above there will be some claims for damages which cannot be estimated with any degree of accuracy at this time owing to the uncertainty of the final grade line. However, indications are that they will not exceed the sum of \$15,000. The Commission approved the report.



In this connection the Secretary presented a bill from the Western Association of State Highway Officials for payment of Oregon's 1942 membership in this association, amounting to \$25.00. The Commission approved the payment of this fee.

The Commission discussed a letter from the Multnomah Civic Club suggesting that Front Avenue, Portland, be renamed Douglas MacArthur Boulevard in honor of General Douglas MacArthur. The Commission indicated a sympathetic attitude toward the matter but declined to take action, it being the Commission's thought that this is a matter without its jurisdiction and that the naming of streets in the City of Portland is a function of the city council.

A letter was presented from the Honorable Wm. O. Powell, County Judge of Yamhill County, requesting the assistance of the Commission in securing federal access moneys with which to finance construction of the road which extends easterly from McMinnville to the city's airport. The Engineer was instructed to discuss the matter with Colonel C. R. Moore and to then advise Judge Powell of the necessary procedure to obtain such moneys.

In this connection Commissioner Clough advised that, during a recent visit to McMinnville, he discussed this matter with Mr. E. C. Apperson who expressed a desire for the members of the Commission to attend one of their civic meetings in the near future so as to give local people an opportunity to be heard with respect to this and other projects. It was decided that Chairman Cabell and Commissioner Clough would meet with the McMinnville people on April 1, immediately preceding the Commission's meeting on April 2, if that is satisfactory with the local group. The Engineer was instructed to ascertain the pleasure of Mr. Apperson relative thereto.

The Attorney brought up matters pertaining to construction of the Front Avenue project past the Public Market Building, Portland. The matter was discussed at considerable length following which the Commission by unanimous vote adopted the following resolution with respect thereto:

WHEREAS, the State of Oregon and the City of Portland are cooperating in the acquisition of rights of way necessary for the promotion and completion of the Front Avenue Project in the City of Portland; and

WHEREAS, one of the properties involved in said right of way acquisitions is the property generally known as the Public Market, fee title to which is in the Public Market Company of Portland; and

WHEREAS, there exists between the owners of said property and the City of Portland a controversy with respect to whether title to said property shall remain in the Public Market Company of Portland or be taken over by the City, which said controversy is now the subject of litigation pending in the Supreme Court of the State of Oregon; and;

WHEREAS, until the issue involving title to said property is finally determined, the compensation to be paid by the City and the State for the portion of said Public Market property needed for right of way in connection with the said Front Avenue Project cannot be measured or paid; and

WHEREAS, the City, pursuant to charter authority, instituted condemnation proceedings for the purpose of acquiring along with other properties needed for said project a portion of the Public Market property, and in connection with said proceedings the compensation to be paid for and the damage imposed on said property was determined by the City in connection with said proceedings, and an award in keeping with such appraisal was made by the City, but the owners of said property refused to accept the award and appealed therefrom, which appeal is now pending in the Circuit Court of the State of Oregon for Multnomah County; and

WHEREAS, said Front Avenue project cannot be completed without encroachment upon the said Public Market property, and the accomplishment of certain changes in the heating facilities now a part of said Public Market Building and the making of certain other alterations; and

WHEREAS, the owners of said property desire to cooperate with the public authorities in the promotion and accomplishment of the Front Avenue Project, but because of issues involved in the said pending litigation the owners are of the opinion that they should not surrender any of their rights or in any way jeopardize their interests; and

WHEREAS, it is imperative that the State Highway Commission and its contractor be permitted immediately to go upon the said Public Market property and make certain changes or alterations in the heating facilities and make other changes, all of which are disclosed on the exhibits attached hereto.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by the Oregon State Highway Commission, all members being present and voting affirmatively, as follows:

1. That the City of Portland be and it hereby respectfully is requested to, by appropriate ordinance or other official act, authorize and empower the Highway Commission with its own forces and/or by its contractor or contractors to go upon the property known as the Public Market property in Portland, Oregon, and change, alter and reconstruct the heating facilities now a part of said Public Market Building and make other changes, all of which are disclosed and shown on the blueprint and in the specifications hereto attached, or are expressly set forth herein.\*



telephone line and allow the telephone company the joint use of the poles, which arrangement was satisfactory to the Electric Association but did not meet with the approval of the Telephone Company.

The matter was discussed at some length during which the Commission's policy with respect to pole-line construction on state highways was explained by Chairman Cabell. Chairman Cabell suggested, in view of the fact that the power company has maintained its pole line on the north side of the highway for many years, that it would be satisfactory to allow the company to rebuild its line on that side of the highway notwithstanding the telephone company's objections. It appeared to him that this is the only solution to the problem in order to maintain the scenery on the south side of the highway in an unmarred condition, and it was his thought that the Commission is justified in deviating from its established policy in this instance because of the unusual conditions obtaining. Commissioner Oliver concurred and the Secretary was thereupon authorized to issue a permit in conformity therewith.

A delegation from Parkrose, including J. C. Strudgeon, R. A. Freeman and Harry Pearce, was present and asked the Commission to oil the shoulders adjacent to the pavement on Sandy Boulevard (Columbia River Highway) through the Parkrose District. They were informed that the Commission has already approved such project and that the oiling work will be done as soon as possible.

The Commission approved the minutes of the meetings held on December 18, 1941, January 5, January 21, and February 13, 1942. (Commissioner Clough approved and signed the minutes later.)

The Commission discussed a proposed press release prepared by the Engineer concerning the War Production Board's Order L-41 and Amendment thereto, having to do with highway construction work. The Commission approved the release and thereupon by unanimous vote adopted the following resolution in regard thereto:

WHEREAS, because of the national emergency the United States Government has deemed it essential to national defense that all industrial and commercial activities, including state, county and municipal activities, be brought within the reach and control of the Federal sovereignty and its created agencies; and

WHEREAS, on April 9, 1942, the War Production Board made and issued Order No. L-41, by which the commencement of any highway and/or street construction is prohibited unless such work has been specially approved by the War Production Board as essential to the war effort; and

WHEREAS, subsequent to the action of the War Production Board as disclosed in its said order L-41, dated April 9, 1942, the War Production Board made and issued an order designated as Serial No. L-41-600, dated May 8, 1942, which last order, among other things, contains these provisions:

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"(B) Pursuant to paragraph (b) (7) (ii) of Conservation Order No. L-41, you are hereby authorized to Begin Construction on Road Projects under your jurisdiction, provided, however, that you:

"(1) Prepare and file by the 10th day of each month, with the District Engineer of the U. S. Public Roads Administration through the State Highway Department of the State in which the Road Department is located, a report showing 'Estimate of Materials' required in order to complete all projects to which this Authority, No. L-41-600, applies and for which work orders were issued during the preceding calendar month. (Use Public Roads Administration Form PR-46.)

"(2) Shall not under this Authority No. L-41-600 Begin Construction on a Road Project which requires the incorporation of any steel reinforcing bars, steel culverts or structural steel, unless such steel is owned, or has been ordered, on or before the date of this Authority, by the Road Department or the contractor engaged to construct the Road Project.

"(C) This authorization assigns no preference rating to deliveries of materials to be used in the construction of any Road Project. Inability of the Road Department to procure without priority assistance material to complete any Road Project will not of itself be considered adequate grounds for issuance of a rating.

"(D) The Director of Industry Operations of the War Production Board may at any time order the Road Department to cease work upon any Road Project, construction of which has been begun pursuant to this Authority, if he determines that the prosecution of the war requires more urgently the use elsewhere of the labor, materials and construction machinery needed to complete the road construction previously authorized."

AND, WHEREAS, nearly all public highway and/or street construction, improvement and/or maintenance involves the use of materials, supplies and/or equipment needed for the war effort, and therefore it is practically impossible to carry on any highway or street work free of priority requirements and War Production Board restrictions; and

WHEREAS, in all instances where such work falls within the reach of War Production Board orders priority ratings with respect to

materials, equipment, parts, tires or other things may be obtained only if the proposed work is deemed by the Board to be essential to the war effort; and

WHEREAS, in order to secure the necessary priorities and thus obtain the required materials, equipment or supplies the specific approval of the War Production Board and its certification that the work is essential to war effort must first be obtained; and

WHEREAS, because of the confusion which is shared by the general public with respect to the projects which may or may not be promoted and with respect to Federal approval which may or may not be granted for any particular project, it is deemed by the Highway Commission prudent that its policy and purpose concerning future highway projects be made known; and

WHEREAS, it is also the belief of the Commission that it should declare its policy with respect to full cooperation with the war effort, its purpose to promote and conduct every feasible highway project within the reach and control of the priority ruling consistent with sound business judgment and the best interests of the state at large;

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED BY the Oregon State Highway Commission, all members being present and voting affirmatively;

1. That the Commission hereby offers, to the extent of available funds, resources, equipment and personnel, full cooperation with the Federal Government for the construction, improvement, and/or maintenance of highways--strategic, access or civilian--which in the judgment of the War Production Board are essential to or will aid the war effort.

2. That to the end that civilian life and activities may go forward without unnecessary interruption or inconvenience, the Commission will, with respect to disbursements of state funds on state projects which are beyond the zone or reach of priority requirements or War Production Board orders, confine such disbursements to administration costs, surveys, and the preparation of plans for post-war projects, including the acquisition of necessary rights of way, and to essential maintenance, restoration or emergency requirements;

3. That the Commission recognizes a severe and definite shortage of labor, materials, supplies, machinery, equipment and repair parts and therefore all road work not actually important in the all-out war effort shall be and is suspended for the duration; and



4. That the Commission recognizes that curtailment of motor equipment, restrictions on the sale of gasoline and other enforced inhibitions will result in a material reduction in highway revenues and therefore it is the declared purpose and policy of the Commission to use and employ highway revenues for cooperation with the Federal Government in the building of road or street projects deemed by the Army, Navy or War Production Board to be essential to the war effort, for emergency purposes, for the maintenance and restoration of the present highway system, for the preparation of detail, plans and surveys for post-war projects, including where feasible the acquisition of rights of way, and for administration costs in the maintenance of a necessary departmental organization.

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At 3:30 p. m. Chairman Cabell announced the awards of contracts, and made statements relative to sale of timber, rent of state-owned heavy construction equipment, and sale of obsolete equipment and scrap materials, as follows:

"Lewisburg-Corvallis Section of the Pacific Highway West, in Benton County. 5.56 miles grading and paving. E. C. Hall Company and J. C. Compton, McMinnville, submitted the only bid for this project, in the amount of \$236,925.00. The Commission awards this contract to E. C. Hall Company and J. C. Compton at their bid of \$236,925.00.

"Widen three bridges on the Lewisburg-Corvallis Section of the Pacific Highway West, in Benton County. The only bid received was that of J. F. Johnston, Newberg, at \$16,373.00. The Commission awards this contract to J. F. Johnston at his bid of \$16,373.00.

"Port Orford Rock Production Project on the Oregon Coast Highway, in Curry County. Requires approximately 23,100 cu. yds. crushed gravel in stock piles. Only one bid was received, being that of A. H. Saxton & Son, Corvallis, at \$53,455.00. The Commission refers the bid to the Engineer with power to award the contract when certain conditions have been fulfilled.

"Belknap Springs-Fourmile Butte Rock Production Project on the McKenzie Highway, in Deschutes and Lane Counties. Requires approximately 11,400 cu. yds. crushed rock in stock piles. No bids were received for this project.

"Buchanan Rock Production Project on the Central Oregon Highway, in Harney County. Requires approximately 7,000 cu. yds. crushed rock in stock piles. No bids were received for this project.

"Goshen-Pleasant Hill Section of the Willamette Highway, in Lane County. 3.98 miles grading, surfacing and bituminous macadam, also furnish 6,100 cu. yds. crushed gravel in stock piles. C. J. Eldon, Portland, submitted the low bid at \$273,015.50, based on the use of



cost of repairing its dredge which was damaged as a result of the collision with the drawspan of the Interstate Bridge, said claim being in the amount of \$836.00. Mr. Puariea read aloud a report from the operator of the dredge in which it was stated that the bridge tender failed to open the drawspan to allow passage of the dredge, notwithstanding repeated signals from the dredge. Chairman Cabell pointed out that there is a conflict of testimony, because reports received by the Highway Commission indicate that the dredge did not signal for the opening of the bridge, and in view thereof the bridge tender assumed that the dredge was to be docked before reaching the bridge. The matter was discussed at considerable length, during which Mr. Puariea suggested that each party assume 50 per cent of the expense. The Commission took the matter under advisement. The Commission discussed the matter further following Mr. Puariea's departure and, after reviewing the facts in the case, confirmed its previous decision denying any responsibility or liability in the matter.

The following persons, Honorable Earl Riley, Mayor, City Commissioner Wm. A. Bowes, and Ben Morrow, City Engineer, representing the City of Portland, were present and discussed with the Commission the matter of closing Harbor Drive to vehicular traffic opposite the Public Market Building, as has been requested by the United States Navy Department. It appears that the Navy Department has arranged for the use of the Market Building as a warehouse for the storage of shipbuilding materials, et cetera, which are to be used in the outfitting of vessels built in the Portland area; that the vessels are to be moored in the river opposite the building and there will be considerable movement of both personnel and equipment from the building to the ships, necessitating the use of the doors on the river side of the building and uninterrupted use of the highway between the hours of 8:30 a. m. and 4:30 p. m., daily, except Sunday. Commissioner Bowes advised that at a conference with Commander L. D. Whitgrove, United States Navy, Supervisor of Shipbuilding, the disadvantages and impracticability of closing Harbor Drive were pointed out in detail and as a result thereof Commander Whitgrove has agreed to withdraw his request, although he still wants permission to load and unload a limited number of trucks, at any hour of the day, from the east wall of the Market Building, which would involve parallel parking. He gave as his thought that such use of the highway would seriously interfere with highway traffic, and that if any concession is granted at all in that regard it should be limited to certain hours specified by the State Highway Commission.

Chairman Cabell gave as his thought that if this privilege is granted it will eventually mean the unlimited use of the highway by the Navy Department. He gave as his opinion that a very undesirable situation would result and suggested that the request be denied. Mayor Riley advised that any use of the highway that would interfere with the free flow of traffic would be resisted by the City, and that the City would join with the State Highway Commission in preventing such use of this facility, either by the Navy or by anyone else. The State Highway Engineer suggested that at small cost the Navy could provide doorways on the west or front side of the Market Building which would serve the purpose. After further discussion it was mutually agreed that Commander Whitgrove's request for the closing of Harbor Drive, between the Market Building and the seawall, should be denied; and it was also mutually agreed that his request for the intermittent parking of trucks or automobiles

on the highway back of the Market Building should be denied. Such information is to be conveyed to Commander Whitgrove by letters from the City of Portland and the State Highway Department.

The Commission discussed thoroughly and denied the claim of contractor Homer G. Johnson for additional compensation in connection with his contract, No. 2390, for construction of the Siletz-Toledo Section of the Siletz Secondary Highway, in Lincoln County, it being the opinion of the Commission that the state is not liable for the extra expense incurred by Mr. Johnson. (For details, see Engineer's written report to members of the State Highway Commission dated December 22, 1942, in general files.)

The Commission discussed a complaint from Mr. H. A. Hein, Scappoose, that his well has become contaminated as a result of the installation of a drainage pipe in the state-owned quarry which joins his property at Scappoose. Mr. Hein alleges that the water from the well has been rendered unusable and wants it corrected. The Engineer advised that investigation reveals that the floor of the quarry was changed very little by the contractor's activities, and it does not seem reasonable that the slight deepening of the pit could have had any effect on Mr. Hein's well, particularly in view of the fact that the well is some 75 feet deep; further, that District Maintenance Superintendent A. J. Ford obtained a sample of the water which he had tested by the State Board of Health, from whom a report has been received indicating that the water conforms with accepted bacteriological standards of purity for drinking water. In view of the report the Commission concluded that Mr. Hein's complaint is unjustified and accordingly decided to let the matter rest.

The Secretary reported on overweight violations that have been committed by commercial freight haulers who are operating under the privileges of the Commission's emergency transportation permits. He was instructed to continue bringing these violations to the attention of the offenders and to warn them that the Commission will take drastic action with respect to their permits in the event they continue to overload.

The Commission had under consideration the transaction by which, with the approval of the Highway Commission, the Tru-Mix Concrete Company, in connection with its contract on the Seven Devils Chrome Mine Access Road, made arrangements with Coos County for the purchase of some roadbuilding materials. In connection with this transaction the Highway Commission has been requested to assure the county that its claim against the said contractor for materials furnished pursuant to said arrangement will be protected in the final settlement between the state and the said contractor. After consideration, the Commission ordered that, before final payment is made to the contractor, Honorable E. L. Peterson, County Judge of Coos County, be advised and given an opportunity to file with the state the amount of the county's claim for materials so furnished by the county and acquired by the contractor, and that before final payment is made the contractor be required to furnish to the state satisfactory proof of the payment of such claim.

The Commission discussed an invoice from the City of Portland in the amount of \$9,115.92 covering the state's share of the cost of traffic signal

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In reply to an inquiry from Chairman Banfield as to whether or not the present method of distributing funds to the various sections of the state is equitable, Mr. Reynolds stated that such method, in his opinion, is satisfactory. After discussion of the various projects presented, Chairman Banfield advised that the Commission will carefully consider each one in formulation of its postwar construction program but cannot make any promises or definite commitments with respect to any of them at the present time.

Mr. L. T. Merwin, President, Northwest Electric Company, Portland, was present in behalf of a Portland committee which is interested in securing the services of Mr. Robert Moses, New York City, to formulate plans for the development of Portland and vicinity as a postwar project, in order to provide work for the thousands of people who will be thrown out of employment upon cessation of the wartime activities. He asked the Commission to join with the group and participate in the costs involved which, he said, would amount to \$100,000.00 for two months work by Mr. Moses and his corps of specialists. Other organizations participating, he said, are the City of Portland, Multnomah County, Port of Portland, Portland Dock Commission and the Portland School District, and the object of the group is to formulate a public works program of self liquidating projects so as to avoid a recurrence of the conditions that obtained after the last war. Mr. Merwin stated that the committee is meeting today to make its final decision with respect to securing Mr. Moses' services and would like to have the members of the Commission attend such meeting if possible; otherwise, to notify the committee so that it will know what to expect from the state. After discussion, Chairman Banfield stated that the Commission is not in a position to state at this time definitely whether or not it can contribute state funds for this purpose because the Commission does not know if it has the power to join in this expense. He advised Mr. Merwin that the Commission will discuss the matter with its Engineer and its Attorney and will let him know by 4:00 p.m. on this day. Following Mr. Merwin's departure the matter was reconsidered by the Commission. The Commission, after discussion, voted unanimously not to join in this undertaking because of the danger of establishing an undesirable precedent. It appeared to the Commission that if it contributed toward the expenses in this instance, it could not very well refuse to cooperate with other cities and towns which may present similar requests. It was decided to tell Mr. Merwin that the Commission considers it inadvisable for the state to join in this project as suggested but that it will authorize the Engineer to work with Mr. Moses' organization as is now being done at Eugene. The Engineer was thereupon authorized to cooperate with Mr. Moses' group to such extent. Mr. Merwin reappeared before the Commission at 4:00 p. m. at which time he was informed by Chairman Banfield that the Commission had discussed his proposal but feels that it cannot join with the others because it considers that it does not have the authority to spend state funds for such purposes; furthermore, it is the opinion of the members of the Commission that contributing state funds in this instance would establish a very undesirable precedent which would react unfavorably to the Commission in disposing of similar requests in the future. However, the Commission has authorized the Engineer to work with the group and to furnish records, et cetera.

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Mr. Merwin then inquired whether or not the Commission would be willing to join with the group later on in the event a plan is derived, as a result of Mr. Moses' efforts, that shows a distinct benefit to the state highway program. Chairman Banfield remarked that that is another angle which would have to be studied. Commissioner Chessman also remarked that that would be a consideration; however, the Commission is treading on dangerous ground and while the idea of the undertaking is fine insofar as the Metropolitan District of Portland is concerned, there is a question whether or not it would benefit the up-state districts. He pointed out that the City of Astoria has paid for its own plans without state aid and that the City of Eugene is doing likewise. The question, he says, involves the problem of drawing a line where the Commission should cooperate and where it should not cooperate.

Mr. Merwin inquired whether or not the Commission would consider participating in the plan if federal funds become available for such purpose. Commissioner Schaupp replied that in his estimation the Commission should make no commitment whatsoever at this time. It was his thought that the cooperation that the Commission is now giving the City of Eugene is the maximum that it can offer to any city. In reply to an inquiry from Mr. Merwin, as to whether or not the Commission will entertain another appeal, Chairman Banfield stated that the Commission is not unfriendly to the entire scheme and will be pleased to listen to further appeal later on if presented at one of the regular meetings. This concluded the conference.

Messrs. Z. K. Smith, President, and J. R. Smith, Secretary-Treasurer, of the contracting firm, Logan and Taylor, Inc., came before the Commission in regard to the prequalifying of Logan and Taylor, to enable them to bid on state highway contract work. The Engineer explained that the former Highway Commission disqualified Mr. Logan from personally bidding on state highway work because of unsatisfactory past performances in connection with highway construction contracts. He pointed out that Mr. Logan since then has become associated with Mr. Taylor and others, which changes the situation, and in view thereof he recommended acceptance of the prequalification of the new firm on the condition that if they are successful bidders on any highway project but do not carry on their work to the satisfaction of the State Highway Commission that they be not permitted to bid on additional work. After discussion, motion was made by Commissioner Schaupp that this contracting firm be allowed to bid on state highway work to the extent of their prequalification, subject to the condition mentioned by the Engineer. The motion was seconded by Commissioner Chessman and was declared by Chairman Banfield to have received the unanimous vote of the Commission.

The Attorney brought up for discussion the proposed meeting with the highway officials of the states of Washington and California for discussion of matters of mutual concern. He advised that September 24 or 25 has been suggested as the time for such meeting and that the Washington officials have suggested that the meeting be held either in Eugene or Klamath Falls. Chairman Banfield stated that he could not attend the meeting on such date as he would be out of the state. Commissioner Schaupp stated his preference for the meeting to be held in Portland. Commissioner Chessman indicated that either Portland or Eugene would be satisfactory from his standpoint. It was decided that Commissioners Schaupp and Chessman would attend this meeting, but it was left up to the



Guarding highway structures  
Operation of drawbridges and ferries  
State Parks

The suggestion was approved by Commissioners Schaupp and Chessman whereupon Chairman Banfield declared the budget adopted by unanimous vote of the Commission subject to correction of such items.

The Commission next discussed matters pertaining to the postwar construction program. In this connection the Engineer submitted a list of projects for both primary and secondary highways, from which the Commission after careful consideration tentatively selected the following as a partial program for postwar moneys. It was understood that the Commission is making no definite commitments whatsoever with respect to construction of any of these projects and that the selection of projects at this time is simply to authorize the Engineer to complete the surveys and to do what is necessary to secure approval of the projects by the Public Roads Administration; and to authorize the Attorney to proceed with the securing of options for right of way as may be needed, it being understood that no option shall be closed until the project for which it is being acquired has been approved by the Public Roads Administration, and not then unless approved by the Commission.

PROJECTS TENTATIVELY SELECTED BY HIGHWAY COMMISSION  
FOR SUBMISSION OF PLANS TO FEDERAL GOVERNMENT

ARRANGED BY HIGHWAY ROUTES

The purpose of the Commission in submitting plans at this time is to obtain federal commitment on rights of way purchases to insure reimbursement if, and when, the projects are constructed.

Route and Section	Miles	Kind of Work	Estimated Cost	County
I. <u>PROJECTS ON FEDERAL AID SYSTEM AND IN URBAN AREAS</u>				
U. S. Route No. 99E (Pacific East):				
Pudding River Bridge	0.29	Gr., Pav. & Struc.	\$ 165,000	Marion & Clackamas
Steiwer Hill-Santiam R.	6.1	Grading	183,000	Marion
Steiwer Hill-Albany	10.3	Paving	506,000	Marion & Linn
Santiam River Bridge			250,000	Marion & Linn
Santiam River-Albany	4.2	Grading	235,000	Linn
Jefferson Jct. O'Xing		Structure	50,000	Linn
Halsey-Harrisburg	8.47	Grad. & Pav.	542,000	Linn
			\$1,931,000	

I. PROJECTS ON FEDERAL AID SYSTEM AND IN URBAN AREAS (Cont.):

Route and Section	Miles	Kind of Work	Estimated Cost	County
<u>U. S. Route No. 99W (Pacific West):</u>				
Steel Br. West Approach		Gr., Pav. & Struc.	\$ 900,000	Multnomah
Barbur Blvd.-Sheridan St.	0.8	Grad. & Pav.	277,000	"
Grover Street Overpass		Gr., Pav. & Struc.	33,000	"
Kelly St. O'Xing & Ramps		Structure	307,000	"
Barbur Blvd. Tunnel			147,000	"
Hooker Street Overpass		Structure	47,000	"
East Entrance Steel Br.		Gr., Pav. & Struc.	417,000	"
Steel Bridge-Albina	0.8	Grad. & Pav.	543,000	"
Broadway Underpass		Structure	67,000	"
Interstate Ave. Gr. Sep.		Grad., Pav. & Struct.	248,000	"
Newberg-McMinnville	4.04	Gr. & Pav. (5 Sec.)	467,000	Yamhill
			\$3,453,000	

U. S. Route No. 99 (Pacific):

Eugene (Broadway & High to Walnut)	1.0	Grad. & Pav.	\$ 363,000	Lane
Eugene (Judkins Pt.-Springfield)	0.7	Grad. & Pav.	130,000	"
Wolf Creek-Grave Creek	4.8	Surf. & Bit.Mac.	135,000	Josephine
Wolf Creek-Grave Creek	4.8	Grading	444,000	"
Grave Creek Bridge			40,000	"
Ashland	0.12	Grad. & Pav.	65,000	Jackson
			\$1,177,000	

U. S. Route No. 30 (Columbia River & Old Oregon Trail):

Parkrose-Troutdale	10.0	Grad. & Pav.	\$ 800,000	Multnomah
Troutdale-Corbett (526-535)	0.17	Grad. & Top.	190,000	"
Troutdale-Corbett (540-572)	0.59	Grad. & Top.	139,000	"
Troutdale-Corbett (572-615)	0.81	Hydr. Emb. & Top.	100,000	"
Corbett-Tunnel Point	1.13	Hydr. Emb. & Top.	248,000	"
Island Section	1.34	Grad. & Top.	150,000	"
Island-Coopey Station	3.22	Gr., Hyd. Emb. & Top.	555,000	"
Coopey Sta.-Mult. Falls	2.47	Hydr. Emb. & Top.	456,000	"
Oneonta-Dodson	1.96	Gr., Hyd. Emb. & Top.	489,000	"
Sandy R. Br. Structure			240,000	"
Jordan Overcrossing		Structure	110,000	"
Bridal Veil Culvert			20,000	"



I. PROJECTS ON FEDERAL AID SYSTEM AND IN URBAN AREAS (Cont.):

Route and Section	Miles	Kind of Work	Estimated Cost	County
<u>U. S. Route No. 30 (Columbia River &amp; Old Oregon Trail) - Continued:</u>				
Bridal Veil Overcrossing		Structure	\$ 135,000	Multnomah
Wahkeena Structure			6,000	"
Multnomah Structure			50,000	"
Oneonta Structure			20,000	"
Horse Tail Structure			20,000	"
Dodson Overcrossing		Structure	88,000	"
Troutdale-Dodson	17.5	Surf. & Bit. Mac.	486,000	"
John Day R.-Quinton	9.57	Grad., Surf. & Bit. Mac.	510,000	Gilliam
			\$4,812,000	

U. S. Route No. 101 (Oregon Coast):

Astoria (Bond St.-Commercial St.)	0.1	Grad. & Pav.	\$ 65,000	Clatsop
Circle Br.-Hug Point	7.4	Clearing	160,000	"
Circle Br.-Elk Point	1.88	Grad., Surf. & Bit. Mac.	338,000	"
Elk Point-Silver Point	4.4	Grad., Surf. & Bit. Mac.	485,000	"
Silver Point-Hug Point	1.9	Grad., Surf. & Bit. Mac.	200,000	"
Tillamook-Pleasant Valley	6.1	Grad. & Pav.	762,000	Tillamook
Oceanlake	0.7	Grad., Surf. & Bit. Mac.	40,000	Lincoln
Spencer Cr.-Moloch Cr.	1.85	Grading	210,000	"
Moloch Cr.-Agate Beach	1.42	Grading	191,000	"
Miner Cr.-Agate Beach	4.4	Surf. & Oiling	135,000	"
Agate Beach-Newport	3.0	Grad., Surf. & Oil.	284,000	"
Spencer Creek Bridge			30,000	"
North Bend-Marshfield	2.32	Grad. & Pav.	435,000	Coos
N. Unit, Marshfield-Coquille	7.0	Grad. & Pav.	715,000	"
Shingle House Slough Br.			25,000	"
Davis Bridge			36,000	"
S.P. Undercrossing		Structure	20,000	"
Gold Beach	0.56	Grad. & Paving	143,000	Curry
			\$4,274,000	

U. S. Route No. 97 (The Dalles-California):

Madras-Juniper Butte	10.4	Surf. & Oiling	\$ 220,000	Jefferson
Juniper Butte-Crooked River	7.0	Grad., Surf. & Oil	283,000	"

I. PROJECTS ON FEDERAL AID SYSTEM AND IN URBAN AREAS (Cont.):  
Estimated

Route and Section	Miles	Kind of Work	Cost	County
<u>U. S. Route No. 97 (The Dalles-California) - Continued:</u>				
Lapine-Crescent		Grad., Surf. & Oil.	\$310,000	Klamath & Deschutes
N. Unit, Chemult-Chiloquin		Grad. & Top.	603,000	Klamath
Modoc Pt.-Barclay Sprs.	4.41	Grad., Surf. & Bit. Mac.	430,000	"
Barclay Springs-Algoma	4.83	Grad., Surf. & Bit. Mac.	630,000	"
			\$2,476,000	
<u>U. S. Route No. 20 (Santiam &amp; Central Oregon):</u>				
Buchanan-Juntura	34.11	Regr., Surf. & Oil.	\$ 500,000	Harney & Malheur
			\$ 500,000	
<u>U. S. Route No. 28 (Ochoco &amp; John Day):</u>				
W. Prineville	1.4	Grading	\$ 67,000	Crook
Crooked River Bridge			42,000	"
Prairie City-Dixie Summit	8.5	Surf. & Oiling	123,000	Grant
Unity-Ironside	24.2	Surf. & Oiling	246,000	Malheur & Baker
			\$ 478,000	
<u>U. S. Route No. 395 (Pendleton-John Day):</u>				
Beech Creek	3.42	Grad., Surf. & Oil.	\$ 113,000	Grant
			\$ 113,000	
<u>State Route No. 2 (Wolf Creek):</u>				
Davies-Vadis	7.68	Grading	\$ 235,000	Washington
N. Plains-Gardiner Ranch	3.40	Grad. & Struct.	275,000	"
Gardiner Ranch-Berger Ranch	4.45	Grad. & Struct.	195,000	"
Berger Ranch-Barnes Road	4.1	Grad. & Struct.	180,000	"
Barnes Road-Sylvan	2.5	Grad., Pav. & Struct.	270,000	"
Davies-North Plains	7.5	Surf. & Oiling	216,000	"
N. Plains-Barnes Road	12.0	Paving	540,000	"
Vadis Overcrossing		Structure	60,000	"
Merle Undercrossing		Structure	75,000	"
			\$2,046,000	



I. PROJECTS ON FEDERAL AID SYSTEM AND IN URBAN AREAS (Cont.):

Route and Section	Miles	Kind of Work	Estimated Cost	County
<u>State Route No. 6 (Wilson River):</u>				
Mills Bridge-McNamars	22.0	Bit. Macadam	\$ 300,000	Tillamook
			\$ 300,000	
<u>State Route No. 8 (Tualatin Valley):</u>				
West Slope-Beaverton	2.5	Gr. & Pav. Widening	\$ 195,000	Washington
			\$ 195,000	
<u>State Route No. 11 (Oregon-Washington):</u>				
Milton-Wash. State Line	4.8	Gr., Surf. & Bit. Mac.	\$ 483,000	Umatilla
			\$ 483,000	
<u>State Route No. 18 (Salmon River):</u>				
Pringle Cor.-McMinnville	5.35	Grad. & Pav.	\$ 330,000	Yamhill
			\$ 330,000	
<u>State Route No. 50 (Mt. Hood):</u>				
Zigzag River Bridge			\$ 20,000	Clackamas
			\$ 20,000	
<u>State Route No. 58 (Willamette):</u>				
N. Unit, Judkins Pt.-Goshen		Grad. & Pav.	\$ 250,000	Lane
Judkins Pt.-Goshen, S. Unit		Grad. & Pav.	719,000	"
Pleasant Hill-Lost Creek	5.19	Gr., Surf. & Oil.	280,000	
			\$1,249,000	
<u>State Route No. 66 (Klamath Falls-Lakeview):</u>				
6th St. (Owens St.-U.S.R.S. Canal)	1.75	Grad. & Bit. Mac.	\$ 430,000	Klamath
			\$ 430,000	
<u>State Route No. 82 (Wallowa Lake):</u>				
Elgin-Boswell Ranch	7.5	Gr., Surf. & Oil.	\$ 255,000	Union
			\$ 255,000	

I. PROJECTS ON FEDERAL AID SYSTEM AND IN URBAN AREAS (Cont.):

Route and Section	Miles	Kind of Work	Estimated Cost	County
<u>State Route No. 217 (West Portland-Hubbard):</u>				
Barbur Blvd.-Boones Ferry Road	3.7	Grad. & Pav.	\$ 203,000	Mitnomah & Washington
			\$ 203,000	
<u>Warm Springs Highway - No Route No.:</u>				
Wapinitia Hwy.-For. Bdry.	7.0	Grading	\$ 270,000	Wasco
Mill Creek-Miller Flat	8.3	Grading	105,000	Wasco & Jefferson
Mill Creek Bridge			150,000	Wasco
Wapinitia Hwy.-Agency	32.0	Surf. & Oiling	<u>447,000</u>	Wasco & Jefferson
			\$ 972,000	
Total, Projects on F. A. System and in Urban Areas . . . . .			\$25,697,000	

II. PROJECTS ON SECONDARY ROADSDIVISION NO. 1Vernonia-Sunset Camp Co. Road:

Treharne-Sunset Camp	8.5	Grad., Surf. & Oil.	\$ 101,000	Columbia & Washington
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Cornelius Pass Co. Road:

Orengo Section	8.0	Grad., Surf. & Oil.	\$ 152,000	Washington
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Farmington No. 142:

Campbell Br.-Hazeldale	4.56	Gr. Wid., Surf. & Oil.	\$ 98,000	Washington
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Hillsboro-Silverton No. 143:

Scholls-Newberg	8.0	Surf. & Oiling	\$ 61,000	Washington
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Mt. Hood No. 26:

Fikes Undercrossing	0.5	Gr., Oil. & Struct.	\$ 78,000	Hood River
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Hood River No. 281:

Woodworth Acres-Bailey Rd.	2.20	Grad., Surf. & Oil.	\$ 98,000	Hood River
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II. PROJECTS ON SECONDARY ROADS (Cont.):

Route and Section	Miles	Kind of Work	Estimated Cost	County
<u>Woodburn-Sandy No. 161:</u>				
Eagle Creek-Sandy	6.5	Grad., Surf. & Oil.	\$ 218,000	Clackamas
<u>DIVISION NO. 2</u>				
<u>Three Mile Lane No. 152:</u>				
McMinnville Bridge	1.5	Grad., Pav. & Struct.	\$ 230,000	Yamhill
<u>Amity-Dayton No. 155:</u>				
Grubb College-Dayton	4.3	Grad., Surf. & Oil.	\$ 165,000	Yamhill
<u>Salem-Silverton Co. Road:</u>				
Middlegrove-Silverton	9.0	Gr., Surf. & Bit. Macadam	\$ 390,000	Marion
<u>North Santiam No. 162:</u>				
Niagara Section	3.7	Grad., Surf. & Oil.	\$ 395,000	Marion
<u>DIVISION NO. 3:</u>				
<u>Territorial No. 200:</u>				
Smithfield-Elmira	6.0	Surf. & Oiling	\$ 183,000	Lane
Veneta-Crow	3.6	Grad., Surf. & Oil.	175,000	Lane
			\$ 358,000	
<u>North Umpqua County Road:</u>				
Marks Ranch-Glide	4.0	Grad., Surf. & Oil.	\$ 158,000	Douglas
<u>Tiller-Trail No. 230:</u>				
Milo-Tiller	5.5	Grad., Surf. & Oil.	\$ 128,000	Douglas
<u>Sams Valley No. 271:</u>				
Ramsey Canyon-Crater Lake Highway	11.3	Grad., Surf. & Oil.	\$ 205,000	Jackson
<u>Rogue River Loop No. 260:</u>				
Gunnell Rd.-Robertson Br.	5.4	Grad., Surf. & Oil.	\$ 192,000	Josephine

II. PROJECTS ON SECONDARY ROADS (Cont.):

Route and Section	Miles	Kind of Work	Estimated Cost	County
<u>DIVISION NO. 3 - CONTINUED</u>				
<u>Cape Arago No. 240:</u>				
Sunset Bay-Cape Arago	4.0	Grad., Surf. & Oil.	\$ 135,000	Coos
<u>Cape Blanco No. 250:</u>				
Hughes Ranch-Lighthouse	1.42	Grad. & Topping	\$ 23,000	Curry
<u>DIVISION NO. 4</u>				
<u>Fulton Canyon No. 301:</u>				
Fulton Canyon	1.5	Grad., Surf. & Oil.	\$ 54,000	Sherman
<u>Sherars Bridge No. 290:</u>				
Tygh Valley-Sherman Co.L.	8.7	Grad., Surf. & Oil.	\$ 90,000	Wasco
<u>Madras-Prineville No. 360:</u>				
Madras-Lamonta	9.5	Grad. & Topping	\$ 102,000	Jefferson
Jefferson Co. Line-Lytle Creek	4.6	Grad. & Topping	82,000	Crook
Prineville R. R. U'Xing	0.5	Grad. & Struct.	30,000	"
Madras-Prineville	26.0	Surf. & Oiling	<u>258,000</u>	Jefferson & Crook
			\$ 472,000	
<u>Tumalo-Cline Falls No. 373:</u>	10.1	Grad., Surf. & Oil.	\$ 100,000	Deschutes
<u>Tumalo-Deschutes No. 374:</u>	3.9	Grad., Surf. & Oil.	\$ 60,000	Deschutes
<u>Midland No. 420:</u>				
Midland Section	4.0	Grad., Surf. & Oil.	\$ 225,000	Klamath
<u>DIVISION NO. 5</u>				
<u>Wasco-Heppner No. 300:</u>				
Gilliam Co. Line-Eight mile	14.0	Surf. & Oiling	\$ 150,000	Morrow

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II. PROJECTS ON SECONDARY ROADS (Cont.):

Route and Section	Miles	Kind of Work	Estimated Cost	County
<u>Shaniko-Fossil No. 291:</u>				
Porcupine Butte-Chichester Gulch	3.37	Grad. & Topping	\$ 60,000	Wheeler
<u>Heppner-Spray No. 321:</u>				
Ruggs-Jones Mill	15.0	Surf. & Oiling	\$ 100,000	Morrow
<u>Lexington-Echo No. 320:</u>				
Lexington-Jarman	20.1	Oiling	\$ 200,000	Morrow
<u>Athena-Holdman No. 334:</u>				
Gerkin School-Holdman Jct.	14.7	Surf. & Oiling	\$ 210,000	Umatilla
<u>Weston-Elgin No. 330:</u>				
Weston-McDougall	12.0	Grad., Surf. & Oil.	\$ 287,000	Umatilla
<u>Enterprise-Lewiston No. 11:</u>				
Washington Line-Flora	9.5	Grad., Surf. & Oil.	\$ 202,000	Wallowa
<u>Island City-Sommerville Co. Road:</u>				
West Ranch-Sommerville	5.0	Grad., Surf. & Oil.	\$ 125,000	Union
<u>Baker-Homestead No. 12:</u>				
Ruckles Cr.-Middle Br.	2.52	Regrading., Surf. & Oiling	\$ 83,000	Baker
<u>Halfway-Cornucopia No. 413:</u>				
Halfway-Carson	5.2	Surf. & Oiling	\$ 80,000	Baker
<u>Sumpter Valley No. 410:</u>				
Salisbury-Calif. Gulch	5.0	Grad., Surf. & Oil.	\$ 155,000	Baker
<u>Adrian Spurs:</u>				
Adrian-Parma No. 452		Oiling		
Adrian-Arena Valley No. 453		Grad., Surf. & Oil.)	\$ 75,000	Malheur
Adrian-Caldwell No. 454		Grad., Surf. & Oil.)		

II. PROJECTS ON SECONDARY ROADS (Cont.):

Route and Section	Miles	Kind of Work	Estimated Cost	County
<u>DIVISION NO. 5 - CONTINUED</u>				
<u>Kimberly-Long Cr. No. 402:</u>				
Dry Creek-Monument	9.0	Grad., Surf. & Oil.	\$ 214,000	Grant
<u>John Day-Burns No. 48:</u>				
Soda Mt.-Silvies	7.19	Regrad., Surf. & Oiling	\$ 213,000	Grant
Crow Flat-Poison Cr.	10.0	Grad., Surf. & Oil.	205,000	Harney
			\$ 418,000	
<u>Burns-Crane No. 24:</u>		Surf. & Oiling	\$ 305,000	Harney
Total, Projects on Secondary Roads			\$6,850,000	
Grand Total (F. A. System, Urban and Secondary)			\$32,547,000	

The Engineer brought up for discussion the matter of apportioning highway funds throughout the state by highway divisions. He explained that for the past several years funds have been allocated to the several divisions on the following formula:

- 60 per cent in proportion to population
- 30 per cent in proportion to mileage of primary and secondary highways
- 10 per cent in proportion to area

He suggested that the Commission might wish to change this formula in view of the possibilities of a change in the Federal Government's formula for the allocation of federal funds. He recommended the following formula for the apportionment of federal funds:

1. For municipal funds:

100 per cent in proportion to urban population (Cities of 10,000 or more)

2. For regular federal aid and secondary funds:

25 per cent in proportion to rural population (includes cities under 10,000)

25 per cent in proportion to area

50 per cent in proportion to need (cost to complete primary and secondary state highways)

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FRONT STREET PROJECT-CITY OF PORTLAND, PACIFIC HIGHWAY

11281-Hutton, Geo. W. et al	600 sq. ft. at \$1.66	\$1,000.00 McCallister
& Lucelle Faust	Building	<u>1,400.00</u>
Right of Way		\$2,400.00
11013-Klamt, Alfred J.	225 sq. ft. at 30¢ sq. ft.	67.50
Right of Way	Construction barricade top slope	<u>57.50</u>
		\$ 125.00 McCallister

JUDKINS POINT-GOSHEN SECTION, PACIFIC HIGHWAY

11191-Furuset, Elmer M.	2.04 acres at \$200.00	\$ 408.00
Right of Way	Allowance for pressure	
	pumping system	265.00
	Moving buildings (estd.)	<u>650.00</u>
		\$1,323.00 Parker

In this connection the question whether or not to continue with the acquisition of right of way for the Front Avenue Project in Portland was discussed. The Attorney advised that, as instructed by the Commission, he has contacted the City of Portland officials as to whether or not it is their intention to adhere to the original plan for this project or to adopt the so-called "Moses Plan" and at the meeting he was informed that it is the city's plan to proceed with the original plan for this project regardless of the Moses Plan. In view of this report the Commission decided to continue the taking of options for the right of way up to the extent that the City of Portland can pay its proportionate share of the costs. In the event the federal government will contribute federal funds to assist in the purchase of such right of way then such funds shall be credited to the city and the state on the same percentage basis that right of way purchases are now being made, viz., 40%, state; 60%, city. The Commission also decided that it would approve the closing of options already taken for right of way for this project if it appears advantageous to do so, otherwise, the options are to be extended until such time as the postwar highway bill passes the Congress. The Commission ordered that the above arrangement be covered by written agreement between the city and the state.

The question of purchasing a maintenance headquarter site adjacent to the Salmon River Highway at Grande Ronde had the attention of the Commission. It appears that the Polk Operating Company owns three acres that have been selected for this site and that it has offered to sell this tract for the sum of \$750.00. The discussion revealed that the site is located in close proximity to the Company's plant and may not be desirable from that standpoint; also, that it might be possible to secure a more satisfactory site for less money. Accordingly, the Commission referred the matter to the Engineer for further investigation.

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A report was rendered by the Engineer on the necessity to construct a concrete curb along Riverside Street, Medford, route for north bound Pacific Highway traffic, particularly between 12th Street and Earhart Street, a distance of about 850 feet. He explained that the sidewalks along this section are from eight inches to twelve inches below the pavement grade and act as a gutter into which all of the water from the highway and adjacent property drains. He gave as his thought that the state is obligated to take care of the water that flows onto the sidewalks from the highway, which can be accomplished by construction of the curbs, and requested authority to proceed with the work, which he estimated would cost about \$2,500. The Commission authorized the expenditure by unanimous vote.

A letter was presented from the Arbor Lodge Community Club, Portland, requesting the widening of the pavement on Portland Boulevard, Portland, between Union Avenue and Greeley Avenue, where only narrow strips of pavement now exist. The Engineer advised that Portland Boulevard is neither a state highway nor a state highway route, so its improvement is not an obligation of the state. He recommended that the request be denied. The Commission approved the recommendation and instructed the Secretary to convey such information to the Community Club.

Mr. Lynch of the Public Roads Administration asked the State Highway Commission if it would consent to using \$300,000 of state funds to match with forest funds to build the North Santiam Highway between Gates and Detroit in Marion County. He explained that the cost of the project is now estimated to be \$3,600,000, of which the War Department will pay \$2,400,000 which represents the additional cost to move the road from the floor of the canyon to the canyon wall, which location is necessitated by the construction of a dam being erected by the War Department.

Forest highway funds are set up to repay the War Department at the rate of \$300,000 per year during each of the three postwar years. This leaves \$300,000 not provided for as the Federal Government cannot obligate forest funds for more than a three-year period. Mr. Lynch stated that the road may not cost \$3,600,000, under which condition the repayment would be scaled down accordingly, and wanted to know if the Highway Commission would underwrite the payment of this project but not to exceed \$300,000, the exact amount required being dependent upon the final cost of the project. It was moved by Commissioner Chessman and seconded by Commissioner Schaupp that the State obligate itself to pay not to exceed \$300,000 for this work. The motion carried by the unanimous vote of the Commission.

The Commission by unanimous vote approved the minutes of the Highway Commission meeting held on March 12 and 13, 1945.

The Commission recessed at 12:00 m. for luncheon, and reconvened at 2:00 p.m., in the same room, with the same persons present and participating.



The Commission discussed matters pertaining to the Federal Highway Act of 1944 including the following:

- (1) Adoption of a secondary Federal aid highway system.
- (2) Determination of urban areas.
- (3) Adoption of an interstate system of highways.
- (4) Adoption of a program for postwar construction.

Each of these matters was considered separately as follows:

ADOPTION OF A SECONDARY FEDERAL AID HIGHWAY SYSTEM

The Engineer presented a plan for the allocation of Secondary Federal Aid Highway mileage to the several counties of the state, based on the regulations of the Public Roads Administration which provide, among other things, that the size of the system shall be controlled by the ability of the agencies concerned to improve, maintain, and perpetuate such a system. The plan as presented, he said, proposes a secondary system containing 5,000 miles of roads, which will require about fifteen years to complete if Federal appropriations for the secondary system following the war continue in the same yearly amounts as are contained in the Postwar Highway Act. He pointed out that according to the regulations, the roads in the Secondary System are to be the principal secondary and feeder roads, free delivery mail routes, and public school bus routes, either outside or inside municipalities of less than 5,000 population; however, state highways may be included. He suggested, in view thereof, that the greatest benefit would be realized if the mileage were allocated approximately 925 miles to primary state highways, 2,375 miles to secondary state highways, and 1,700 miles to county roads. He also suggested that the 1,700 miles of county roads should be distributed among the counties of the state on the same basis that the Federal funds are apportioned among the several states; that is, one third on the basis of rural population, one third area, and one third post road mileage. He explained that the plan submitted has been prepared on such basis, and recommended adoption of the plan subject to approval by the several counties and by the Public Roads Administration as is required by the Federal regulations. He exhibited a map showing a tentative system prepared on such basis and the location of the projects proposed for construction under this program.

Mr. W. H. Lynch, District Engineer, Public Roads Administration, was present and stated his approval of the plan as presented subject to a further study of the individual roads to be improved thereunder,

and subject further to approval of the plan by the several county courts. After full discussion of this matter, motion was made by Commissioner Chessman that the Highway Commission adopt the following plan for the establishment of a Secondary Federal Aid Highway System under the provisions of the Federal Highway Act of 1944 as the Commission's proposed plan for discussion with the several counties of the state. The motion was seconded by Commissioner Schaupp. Chairman Banfield declared the motion adopted by the unanimous vote of the Commission.

#### ALLOCATION OF FEDERAL SECONDARY MILEAGE TO COUNTIES

1. Assumes that total mileage of Federal Secondary Roads is to be 5,000, divided as follows:

Primary State Highways	925 miles
Secondary State Highways	2,375 miles
County Roads	<u>1,719 miles</u>
	5,019 miles

2. Apportionment of mileage in accordance with formula is applied only to county road mileage.

County	Miles on State Primary System	Miles on State Secondary System	Pro rata of 1,700 Miles Allotted to County Roads		Proposed Mileage of County Roads
			Ratio	Miles	
Baker	138.62	70.29	2.232	37.94	33.3
Benton	29.57	31.72	1.525	25.92	25.5
Clackamas	2.90	81.84	5.694	96.80	95.6
Gatsop	-	43.58	1.561	26.54	27.9
Columbia	-	42.04	2.004	34.07	41.7
Coos	-	55.28	2.347	39.90	44.8
Crook	38.41	81.45	1.928	32.78	32.8
Curry	-	6.33	0.927	15.76	16.8
Deschutes	24.14	53.41	2.617	44.49	43.8
Douglas	-	98.72	4.265	72.50	73.5
Gilliam	9.59	42.34	0.753	12.80	12.8
Grant	42.39	41.20	2.676	45.49	45.5
Harney	88.95	122.48	4.488	76.30	74.3
Hood River	41.90	21.65	1.022	17.37	16.9
Jackson	65.43	97.63	3.671	62.41	61.9

(Continued on next page)



ALLOCATION OF FEDERAL SECONDARY MILEAGE TO COUNTIES (Cont.)

County	Miles on State Primary System	Miles on State Secondary System	Pro rata of 1,700 Miles Allotted to County Roads		Proposed Mileage of County Roads
			Ratio	Miles	
Jefferson	-	19.37	1.059	18.00	16.2
Josephine	19.70	46.13	1.863	31.67	31.2
Klamath	98.17	106.78	4.549	77.33	77.9
Lake	90.39	46.21	4.087	69.48	61.8
Lane	-	141.30	5.764	97.99	98.6
Lincoln	29.54	44.31	1.765	30.00	32.6
Linn	-	86.53	4.084	69.43	68.6
Malheur	12.81	208.37	5.282	89.79	84.1
Marion	-	126.70	5.474	93.06	95.9
Morrow	64.27	74.44	1.374	23.36	27.2
Multnomah	3.27	4.19	4.498	76.47	83.3
Polk	16.92	56.60	2.008	34.14	39.4
Sherman	-	40.57	0.648	11.02	17.6
Tillamook	-	18.55	1.471	25.01	24.7
Umatilla	54.10	117.90	3.585	60.95	61.7
Union	-	81.79	1.870	31.79	32.0
Wallowa	51.63	36.88	2.335	39.69	39.5
Wasco	-	31.98	2.169	36.87	37.7
Washington	3.45	67.94	4.259	72.40	72.6
Wheeler	-	61.28	1.249	21.23	20.0
Yamhill	-	66.73	2.897	49.25	49.3
Totals	926.15	2,374.51	100.000	1,700.00	1,719.0

In this connection, the Commission considered it advisable to have a preliminary discussion of the matter with officials of the Association of Oregon Counties before presenting the plan to the individual county courts. The Secretary was thereupon instructed to invite the officers of this group to be present at the next regular meeting of the Commission for such purpose.

DETERMINATION OF URBAN AREAS

The Engineer advised that according to Federal regulations, a certain portion of the postwar moneys must be spent for construction on Primary Federal Aid highways in "Urban Areas", which are defined as areas included in and adjacent to municipalities or other urban places of 5,000 population or more, as determined by the latest census. He further stated that there are sixteen such places in the

State of Oregon; viz., Albany, Astoria, Baker, Bend, Coos Bay, Corvallis, Eugene, Grants Pass, Klamath Falls, LaGrande, Medford, Oregon City, Pendleton, Portland, Salem, and The Dalles. He exhibited a map of each on which was shown the corporate boundary line and his suggestions as to the extent to which the urban area should reach beyond the corporate limits.

As a result of lengthy discussion and very careful consideration, the following "urban areas" areas were designated by the Commission by unanimous vote upon motion of Commissioner Chessman, which was seconded by Commissioner Schaupp, it being understood that the Commission is not precluded from requesting the extension of the boundary of any area at a future time if it so desires:

- Albany: Urban area confined within city limits.
- Astoria: Urban area confined within city limits.
- Baker: Urban area confined within city limits.
- Bend: Urban area confined within city limits.
- Coos Bay: Urban area extended to include the City of North Bend.
- Corvallis: Urban area extended to include the proposed revision of U.S. 99W and the Albany-Corvallis Highway at the north city limits of Corvallis.
- Eugene: Urban area extended to include proposed improvement of Pacific Highway between Eugene and Springfield Junction.
- Grants Pass: Urban area confined within the city limits.
- LaGrande: Urban area confined within the city limits.
- Medford: Urban area confined within the city limits.
- Oregon City: Urban area confined within the city limits.
- Pendleton: Urban area confined within the city limits.
- Portland: Urban area extended to include proposed improvement in the Vanport district, North Portland.
- Salem: Urban area confined within the city limits.
- The Dalles: Urban area confined within the city limits.



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## ADOPTION OF INTERSTATE SYSTEM OF HIGHWAYS

The Engineer advised that the Federal Highway Act of 1944 requires the designation of a "National System of Interstate Highways" connecting, so far as is practicable, the principal metropolitan areas, cities, and industrial centers, to serve the national defense and to connect at suitable border points with routes of continental importance in the Dominion of Canada, and in the Republic of Mexico. Such routes, he said, are to be selected by joint action of each state and the adjoining state. He pointed out that Oregon under such an arrangement would have two interstate highways, one of which would extend across the state in an easterly and westerly direction, and would connect with the State of Idaho, and the other would be a north and south highway connecting with the State of Washington on the north and State of California on the south. The Old Oregon Trail, he said, meets the requirements with respect to the east and west highway route, but there is a question whether or not the State of Idaho will agree to the proposed connection at the state line. He pointed out that the people of Idaho want the highway located on the Idaho side of the Snake River through the towns of Payette and Weiser, whereas in his estimation, the proper permanent location is the short cut on the Oregon side south of the present highway between Huntington and Ontario; thence to the Idaho state line at a place known as Mortons Island. He advised that a survey of this proposed location has been made, which reveals that it is the shortest and fastest route available. He recommended the selection of such route as a basis of consultation with the Idaho Highway Department and that the matter be referred to the Public Roads Administration for a decision if an agreement with the State of Idaho cannot be reached.

W. H. Lynch, District Engineer, Public Roads Administration, was present and advised that he is satisfied with the Oregon location and will recommend it to his superiors.

Following discussion, motion was made by Commissioner Chessman that the Old Oregon Trail be recommended as a route for this interstate highway in the State of Oregon and that the proposed route on the Oregon side of the Snake River, as described by the Engineer, be recommended as the connecting link with the Idaho Highway System. The motion was seconded by Commissioner Schaupp and was declared by Chairman Banfield to have received the unanimous vote of the Commission.

The Engineer next mentioned the north and south connection with the States of Washington and California. He advised that the Pacific Highway meets the requirements and that the State of Washington is satisfied with the present connection via the Interstate Bridge in Portland. He recommended the selection of such connection with the State of Washington.

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As to the interstate connection with the highway system of California, he advised that there are two routes available; viz.,

- (1) Pacific Highway East from Portland to Junction City; thence via the Pacific Highway to the California state line.
- (2) Pacific Highway East and the Pacific Highway from Portland to Eugene and Goshen; thence via the Willamette Highway and The Dalles-California Highway to Klamath Falls and the state line.

He read aloud excerpts from his report on this subject to show a comparison between the two routes covering such subjects as design standards, cost of construction, traffic volume, and economics. (See Engineer's Report dated April, 1945, for details.) He advised that either of the routes will satisfy the major requirements of the Federal Government, and that each has its advantages and disadvantages. He made no definite recommendation with respect to either route except to point out that the Inter-regional Highway Committee, which was appointed by the late President Roosevelt and which was composed of a group of men of national reputation, selected the Pacific Highway as a route of an inter-regional highway through the State of Oregon.

Commissioner Schaupp stated that he has studied the Engineer's Report on this subject and does not doubt the sincerity in which it was prepared, but he does not agree with the statistics contained therein. He expressed preference for the route through Klamath Falls, but due to the lateness of the hour, deferred until the following day the presentation of arguments in support thereof.

The meeting thereupon adjourned at 4:45 p.m., to reconvene at 9:00 a.m., on the next day.

Portland, Oregon, April 17, 1945.

The State Highway Commission reconvened at 9:00 a.m., in the Stock Exchange Room of the Imperial Hotel with all members, the State Highway Engineer, the Attorney, and the Secretary present.

Bids as follows for the sale of state-owned real property situate at Reedsport and at Troutdale were opened and read by the Secretary in conformity with previously published notices, following which Chairman Banfield announced that the awards would be made by the Commission at 3:00 p.m., in Room 615 of this hotel.

SALE OF LAND AT TROUTDALE

Everett Meads  
Troutdale Vegetable Growers  
Erick Enquist  
Albert Lane

\$2,100.00  
1,250.00  
1,001.00  
400.00



2/2/2002

Approximate dates of completion of major sections of Highways 99W and 99E through Portland.

Section of 99W from SW Sheridan Street to SW Ankeny Street got underway late in 1941-42 biennium. This was the section along the waterfront in downtown Portland. "The project involved the removal of many old business blocks, the reconstruction of approaches to the Hawthorne and Morrison Street bridges, the construction of a six-lane primary highway with additional parking lanes, service streets, et., and various traffic control features, including a city street separation structure. During the biennium, .5 miles of the 1.37-mile project were completed. About 87 percent of all other work required to complete the project is now underway." [See pg. 40, 15<sup>th</sup> Biennial Report of the Oregon State Highway Commission.]

Though new highway construction was severely restricted in the 1943-44 biennium, completion of the project started in the previous biennium was permitted. "The Front Avenue project [described above] was put into service by the completion of 0.7 miles of grading and paving work, and is now efficiently serving the City of Portland in caring for the urban traffic so vastly increased by the City's rapid war expansion." [See pg. 47, 16<sup>th</sup> Biennial Report of the Oregon State Highway Commission.]

Little new highway construction occurred anywhere in the State during the 1945-46 biennium due to the Second World War.

The section of 99W from Ankeny to Bancroft Street was finished in the 1947-48 biennium. "[This section], the most southern unit of the Department's long-range plan for the handling of this highway's high volume traffic into and through Portland provides complete segregation of city traffic from through traffic by means of multiple lanes, ramps, subways and viaducts; affords free-flowing access to the city center, the Oswego Highway, connection to the Pacific Highway East via the Ross Island bridge, and to intersecting city thoroughfares; materially speeds up traffic flow and greatly reduces the hazards formerly associated with the traffic congestion commonly to urban development." [See pgs. 24 and 25, 18<sup>th</sup> Biennial Report of the Oregon State Highway Commission.]

During the 1949-50 biennium, a major project was undertaken and partially completed. The project, ". . . extending from North Tillamook Street to the East end of the Steel bridge on the east side of the Willamette River, and from the west end of that bridge to a connection with the recently constructed Harbor Drive expressway near Ankeny Street on the west side. The prime purpose of the construction is to provide a 4-lane divided roadway for main highway traffic through the congested areas of the city without jeopardy to the convenience and expeditious handling of the heavy local traffic which, through necessity, must use the same thoroughfares. Accomplishment of this objective is to be attained by the construction of grade separation structures, pedestrian subways,

separated ramps and approaches and extensive lighting and traffic control devices; all planned and designed in accordance with nationally-recognized modern standards of construction and in conformance with the directional flow of traffic on joining and adjacent city streets." [See pgs. 25 and 26, 19<sup>th</sup> Biennial Report of the Oregon State Highway Commission.]

The 1951-5<sup>2</sup> biennium included the completion of 6 projects on US Highway 99W, extending from the junction of Denver and Union Avenues north of Portland southerly through McMinnville to Junction City. "Of major importance is the completion of the route through Portland, on which that portion from N. Tillamook Street southerly to the Steel Bridge, westerly across the bridge and thence southerly to Ankeny Street to connect with the previously improved Harbor Drive project has been opened to full use during the biennium. This major improvement through the metropolitan area of Portland has materially advanced the solution of traffic problems in that area and stands as a monument of modern highway design and construction." [See pgs. 28 and 29, 20<sup>th</sup> Biennial Report of the Oregon State Highway Commission.]



1941-42

miles of bituminous macadam and paved surface in replacement of existing pavements which are inadequate to serve the heavy traffic demands placed upon them.

On the Pacific Highway West (U. S. No. 99W), the Front Avenue project in Portland has been under construction between Ankeny and Sheridan streets, a distance of 1.37 miles. This project involved the removal of many old business blocks, the reconstruction of approaches to the Hawthorne and Morrison Street bridges, the construction of a six-lane primary highway with additional parking lanes, service streets, etc., and various traffic control features, including a city street separation structure. The biennium has seen the completion of a 0.50 mile unit of the project and approximately 87 per cent of all other work required to complete the project now underway. The completed project will provide an easily traveled highway route bordering the congested west-side Portland business district, free from local cross traffic, yet serviceable to local traffic and to through highway traffic alike, with safety and convenience. At Onion Flat, about 4.6 miles south of Tigard, 0.76 mile of grading and paving has been performed to eliminate a hazard caused by the presence of a steep grade and restricted sight distance in the old, narrow pavement surface. A major improvement in the Pacific Highway West between Monmouth and Corvallis has been undertaken, primarily due to the creation of an army cantonment area in the vicinity with its increased demand on highways tributary thereto. The project as a whole involves the construction of 6.7 miles of entirely new bituminous macadam surfaced highway, the widening of 2.4 miles of existing highway southerly from Monmouth and the widening of 5.6 miles of existing highway northerly from Corvallis, including the construction of three new bridges and one railroad grade separation structure and the widening of four existing bridges. This bridge construction work is completed as this report is written, as is also a portion of the widening and resurfacing of the existing pavement north from Corvallis. The completion of the project is expected in the spring of 1943. Upon completion, the project will provide a new modern highway constructed to high standards of line and grade and

free from railroad grade crossings and other hazards of curvature and grade now obtaining on the present highway route.

On the Pacific Highway East (U. S. 99E), 2.22 miles of grading and paving has been performed between Ilahee School (about seven miles south of Salem) and Steiwer Hill, which improvement is a continuation of the planned reconstruction of the highway between Salem and Albany. The reconstructed highway south from Salem has been extended, by this improvement, a distance of 9.26 miles. A contract for the reconstruction and widening of the south approach to the bridge over the Willamette river at Harrisburg is now in progress with completion expected in the early part of 1943.

On the Pacific Highway (U. S. No. 99), 1.23 miles of grading and paving has been completed near the west corporate limit of Eugene, the improvement providing a new two-lane pavement for use of south-bound traffic routed into Eugene on 7th Avenue and the widening of a previously constructed pavement extending from the 6th Avenue connection northerly to the existing railroad grade separation structure northwest of Eugene. The biennium has witnessed the beginning of construction on a project of considerable importance, involving the reconstruction of the southeast highway approach to Eugene, and of the Eugene-Springfield section of the highway. On this project, the progress to date consists of the completion of approximately 2.8 miles of new railroad roadbed, the greater portion of which is on entirely new alignment from 8th Avenue and Franklin Boulevard easterly and closely paralleling the Willamette river to Judkins Point. This shift to the north of the existing railroad tracks will permit the future development of a four-lane highway pavement along the old railroad route and will also provide a desirable location for the carrying of the new highway over the relocated railroad at a point just east of Judkins Point. Contracts for the construction of the Judkins Point overcrossing structure and for the construction of a 1.1 mile unit of the new highway route to connect therewith have been awarded and completion is expected in the spring of 1943. Between Rice Hill and Turkey Hill, 2.22 miles of grading and paving, completed during the biennium, has closed a

roads and streets other than state highways is shown in detail in Section Three of this report. On the state primary system, 91 per cent of the mileage has reached the status of an oiled or higher type of surface; while on the state secondary system 53 per cent of the aggregate length carries an oiled or higher type of surface.

During the two-year period covered by this report, the improvement of the state highway systems has been materially retarded due to properly-placed national emphasis on other activities pertinent to the prosecution of war. The comparatively few projects which have been completed during 1943 and 1944 are, to a large extent, those which were previously started or those which were undertaken at the instigation and expense of federal agencies to further the war effort. However, as a direct result of the present national emergency, a few state-financed projects were also undertaken and completed to strengthen and improve certain sections of highways on which extraordinarily severe service demands were being placed by logging and other industries engaged in war activities. In general, the progress shown in the improvement of the state highways during the biennium has, in contrast to the favorable records made in the preceding years, been markedly limited.

A brief review of the major projects completed during 1943 and 1944, with pertinent data relating to their contribution to the general improvement of the highway system, is given below.

#### Primary State Highways

On the primary state highway system, the improvements made during the biennium are represented by the completion of 22 state-supervised construction projects and 2 federal-supervised construction projects, which involved the construction of 21 new bridge structures (including three grade separation structures), the widening of 6 existing bridges and the improvement by new grading, surfacing, oiling and paving work of 91 miles of the highway system. These projects were located on 13 of the 55 primary highways and in 13 of the 36 counties in the state.

Expenditures made during the biennium for construction activities on the state primary system amounted to \$6,145,270.

A brief description of some of the major construction projects completed during the biennium on the state primary highway system is as follows:

*Pacific Highway, U. S. Nos. 99W, 99E and 99:* The Pacific Highway West (U. S. No. 99W) has been improved by the completion of three major projects during 1943 and 1944. The Front Avenue project in Portland, between Ankeny and Sheridan Streets, and more fully described in the preceding report, has been put into service by the completion of 0.7 mile of grading and paving work, and is now efficiently serving the City of Portland in caring for the urban traffic so vastly increased by the City's rapid war expansion. Beginning at Monmouth and extending southerly on new alignment for a distance of 9.09 miles to the vicinity of Camp Adair, a new section of highway providing a 24-foot bituminous macadam travelway has been constructed at federal request. In addition to the construction of a modern wide highway roadbed, this improvement also involved the construction of a new structure under the Valley & Siletz railway, a new structure over the Luckiamute River, two new smaller bridges and the widening of three existing bridges. The new section of highway, in addition to serving increased traffic to and from Camp Adair, has eliminated a railroad grade crossing, and the several sections of adverse grades and poor alignment previously experienced in traveling the replaced unit of old highway. The new construction will provide a safer and much-improved route for all future users of the highway. Likewise, a section of the highway, extending from a point near Lewisburg (in the vicinity of Camp Adair) southerly for a distance of 6.25 miles to Corvallis, has been widened and resurfaced with bituminous pavement, the work being performed at federal request to serve as an improved route to and from Camp Adair on the south, but also providing a permanent improvement for the benefit of all highway users by the elimination of the narrow width and high crown associated with the old pavement.



part to the advance planning of the Department during the war period and the early programming of a three-year postwar construction plan, it became possible for Oregon to swing into action in road building far in advance of the national average. As is true in any long-range program, the accomplishments lag the initiation of activity. However, at the end of 1948, 83 per cent of the planned three-year program has been either completed or placed under contract. The progress in highway improvement during the biennium is more significant when it is appreciated that it has been made under trying and difficult conditions which include (1) a continuing shortage of supply in some construction materials, (2) a steady rise in construction costs, (3) a serious shortage of experienced engineering personnel, and (4) a diminishing revenue relative to need.

Contrasted with the expanding needs of highway improvement, both immediate and long-range, the progress shown in past years has not been sufficient. The road systems under jurisdiction of the State Highway Commission are not being improved as rapidly as should be the case; road service to the users is not keeping pace with the growth and development of the State as a whole.

A brief review of the major projects completed during 1947 and 1948, with emphasis placed on their contribution to the general improvement of the highway systems, is given below.

#### Primary State Highways

On the primary state highway system, the improvements completed during the two-year period involved the construction of 63 bridges and 56 road construction projects. The roadway construction projects were located on 27 of the 56 primary highways and in 23 of the 36 counties in the state.

Expenditures made during the biennium for all construction activities on the state primary system amounted to \$15,308,337.

A brief description of the major construction projects completed during 1947 and 1948 on the state primary system follows:

*Pacific Highway, U. S. Nos. 99W, 99E and 99:* On the Pacific Highway West (U. S. No. 99W), the Sheridan Street-Bancroft Street Unit of the Front Avenue Project in Portland has been

completed and put into service. This project, the most southern unit of the Department's long-range plan for the handling this highway's high-volume traffic into and through Portland provides complete segregation of city traffic from through traffic by means of multiple lanes, ramps, subways and viaducts; affords free-flowing access to the city center, the Oswego Highway, connection to the Pacific Highway East via the Fremont Island bridge, and to intersecting city thoroughfares; materially speeds up traffic flow and greatly reduces the hazards formerly associated with the traffic congestions common to urban development. Another project contributing to the speeding-up and hazard-reducing function of modern highway construction has been completed in the southerly part of McMinnville extending for nearly one mile to the junction of Highway 99 with the Salmon River Highway leading to the coast. A full-lane divided highway has here been provided, with controlled access and planned provision for present and future developments. On Harrison Street in Corvallis, the city street has been widened and paved to serve as a one-way artery in conformity with the overall plan worked out between the City and Highway Department for the routing of traffic in a safe and expeditious manner through that City.

On the Pacific Highway East (U. S. No. 99E), a 0.23 mile section in the vicinity of Jantzen Beach was widened and provided with improved access to the adjoining local congested area by means of an adequate separation structure which separated traffic lanes of ingress and egress thereto. Between Oregon City and New Era, a 5.93 mile section of highway previously of hazardous alignment and narrow width has been widened to furnish four-lane paved service to the traveling public. The resulting acceleration of traffic and driver-traffic relief on this section is a mark of real progress in the improvement of this important highway. At the crossing of the Fanning River, near Aurora, a new 30-foot width concrete and steel bridge and 0.25 mile of asphaltic concrete paved approach thereto have replaced the former narrow structure and roadway which had presented a serious hazard to the traveling public. Another major improvement is the Steiwer Hill-Albany location which provides a 9.85 mile section of new 24-inch Portland cement concrete pavement, a 900-foot new steel

ads and streets other than those on the two state highway  
ms is shown in detail in Section Three of this report.

TABLE II  
Mileage of Work Performed in 1949

Classification of Work	Primary Highways (Miles)	Secondary Highways (Miles)	Other Roads and Streets (Miles)
Concrete paving .....	4.6	.....	0.1
Bituminous paving .....	68.5	15.4	8.6
Bituminous macadam surfacing .....	66.6	15.6	1.3
Oil mat surfacing .....	116.9	117.7	65.9
Rock and gravel surfacing ....	204.1	140.8	71.2
Grading .....	126.1	90.6	41.0
Bridges (number of) .....	51	3	9

TABLE III  
Status of Improvement of Highway Systems

Type of Improvement	Primary Highways (Miles)	Secondary Highways (Miles)
Concrete pavement .....	309.65	45.88
Bituminous pavement .....	571.10	206.94
Bituminous macadam surface .....	1,304.78	85.74
Oil mat surface .....	2,400.51	1,438.35
Rock or gravel surface .....	131.83	413.33
Graded only .....	14.17	129.82
Unimproved .....	72.84	188.06
Totals .....	4,804.88	2,508.12

ie problem of maintaining and improving any large system  
ghways is complex, and places many demands on the  
ues available for the task. It must be appreciated that  
on's major trunk highways were in most part built 20 to  
ars ago under economic circumstances far removed from  
of the present day. The increased traffic volumes and  
er loads which have developed during those years  
re heavier, wider and consequently more expensive road  
ruction. Thus, improvements in Oregon's highways do  
and must in the future, consist principally of the re-  
ment of existing highways with new roadways constructed  
wider traveled-ways and shoulders, and with heavier  
and thicknesses of surfaces and bases. These new road  
must be built with easy curvature and light grades. True

progress in highway improvement cannot in this state be  
measured in miles of roads built, nor necessarily in percentages  
of riding surface of a type that permits year-round use of the  
road. The measure of improvement is the progress made in  
renovating or rebuilding our present roads to standards required  
by the traffic which they are now, and will in the future, be  
called upon to carry.

A brief review of the major projects completed during 1949  
and 1950, arranged by highways, is given below. This account  
is rendered as a matter of record and to indicate the extent and  
nature of the construction work which is typical of that re-  
quired at ever increasing tempo on practically every route on  
two highway systems.

#### Primary State Highways

On the primary state highway system, comprising 56 routes,  
projects were completed on 31 of them, and involved an ex-  
penditure of \$27,109,494 during the biennium. Brief descrip-  
tions of the major projects follow:

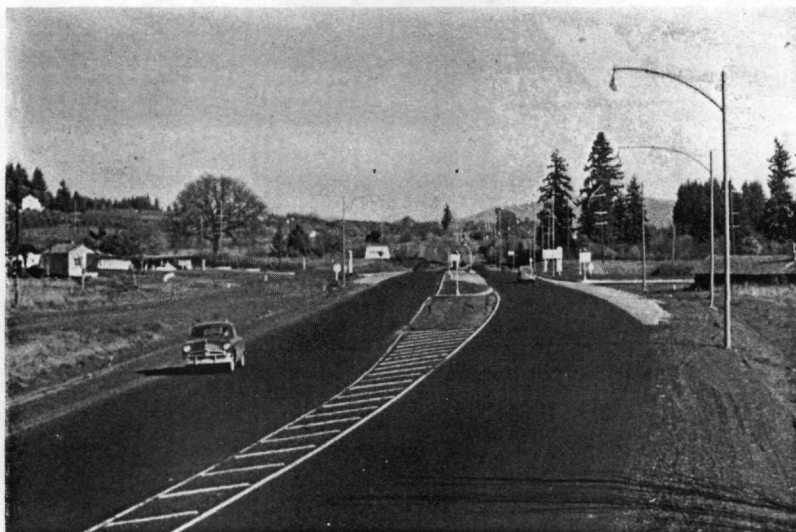
*Pacific Highway West, U.S. No. 99W:* The biennium has  
witnessed the undertaking and partial completion of a major  
highway development in Portland on this route, extending  
from N. Tillamook Street to the East end of the Steel bridge  
on the east side of the Willamette River, and from the west  
end of that bridge to a connection with the recently constructed  
Harbor Drive expressway near Ankeny Street on the west  
side. The prime purpose of the construction is to provide a  
4-lane divided roadway for main highway traffic through the  
congested areas of the city without jeopardy to the convenience  
and expeditious handling of the heavy local traffic which,  
through necessity, must use the same thoroughfares. Accom-  
plishment of this objective is to be attained by the construction  
of grade separation structures, pedestrian subways, separated  
ramps and approaches and extensive lighting and traffic  
control devices; all planned and designed in accordance with  
nationally recognized modern standards of construction and  
in conformance with the directional flow of traffic on joining  
and adjacent city streets.



1949-50

In general, the main travel surfaces are of 8-inch Portland cement concrete pavement, with asphaltic concrete pavement surfaces of contrasting color being used on entrance and exit lanes and incidental service roads, ramps and approaches. The structural work includes the reconstruction and widening of the east end of the Broadway bridge; the widening of the east end of the Steel bridge, the construction of a new 3-level separation and approach at the west end of the Steel bridge, and the building of partial viaducts, retaining walls and pedestrian ways. Comprehensive in its scope, the project as a whole will materially expedite the handling of peak-hour local traffic across the two river crossings and at the same time permit through traffic on the main highway route to pass safely and comfortably through the metropolitan area. Completion of the project is expected in the early summer of 1951 and will represent an expenditure of approximately \$3,155,000 for its construction.

Between Newberg and McMinnville, three sections of old 16-foot black top pavement have been brought to modern standards commensurate with traffic need. The new construc-



Safety islands, signs, lights, etc. on U. S. 99W at Dayton Junction, Yamhill County.

tion consisted of 5.2 miles of 5-inch asphaltic concrete pavement with a 24-foot minimum width founded on rock base from 8 to 12 inches in thickness and flanked with 8-foot shoulders. Two of the sections, lying northerly and southerly of Dund were new construction lying 42 feet to the northwest of the old pavement to thus be in proper position for the development of a 4-lane divided highway by the widening and resurfacing of the old pavement. From the West Dayton junction westward to Lafayette, the new construction was of similar nature to the new and improved alignment lying to the south of the old highway. At West Dayton junction, where U. S. No. 99W met by the Salem-Dayton Secondary Highway (State No. 15), traffic use has been provided for and directed by multiple lane pavements of contrasting colors, refuge lanes for turning movements, island separators for guidance, overhead illumination for safety, and the use of grassed areas, acceleration and deceleration lanes, lighted signs, and other safe features which experience has shown to be desirable and necessary at highway junctions.

At Amity, the existing 18-foot black top pavement was resurfaced and widened to 24-foot width with a 5-inch lift of asphaltic concrete for a 1,000-foot length at the north entrance and a 260-foot section at the south entrance was resurfaced and widened to 36-foot width with like material to provide for local parking outside of highway traffic lanes. Pedestrian walkways of asphaltic concrete were provided on each side of the highway on the northerly unit of improvement.

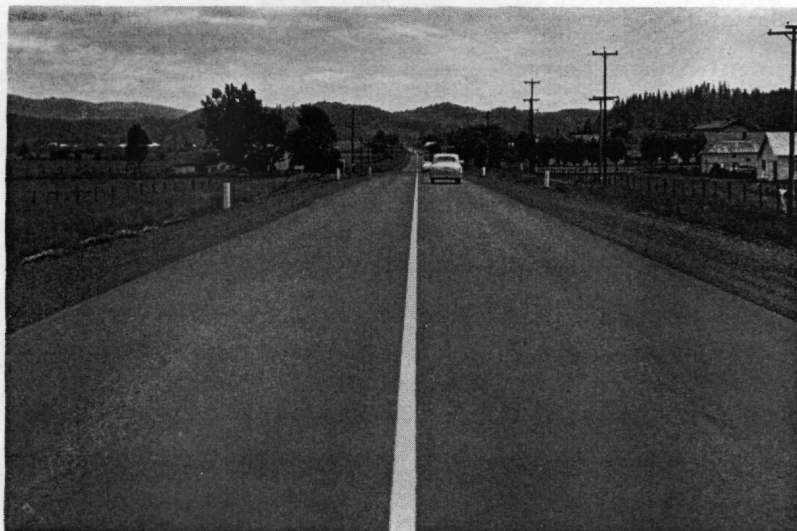
Expenditures during the biennium for construction work on the Pacific Highway West (U.S. 99W) amounted to \$2,962,499.

*Pacific Highway East, U.S. No. 99E:* On this route, the Department is constructing the South Unit of the Denver Avenue-Columbia Slough Section on N. E. Union Avenue near Portland. This project, 0.5 mile in length, involves not only the widening of Union Avenue to a width of 72 feet for 4-lane divided traffic flow, but includes the construction of two grade separation structures and nearly two miles of additional service roads, ramps and road connections. Plant-mix asphaltic concrete is being used in the paving work, five inches thick on the

1950-51  
1951-52

The status of improvement of each of the 58 state primary highways, of each of the 126 state secondary highways, and of roads and streets other than those on the two state highway systems is shown in detail in Tables 29 to 32, inclusive in Section Three of this report.

Statistics provide a means of comparing accomplishments; and it is noteworthy that they show in mileages of work performed under Highway Commission supervision a total of 369 miles of bituminous paving completed during 1951 and 1952



*Relocated Oregon Coast Highway South of Tillamook.*

whereas but 93 miles of similar improvement was made in the preceding 2-year period. Over 200 miles of existing oiled or paved roads were resurfaced and widened with bituminous, plant-mixed pavement during the 2-year period, serving to strengthen and widen those present highways in the interests of safer travel, ability to carry heavy loads without failures, decreased maintenance costs and increased traffic carrying capacity.

Under the impetus of additional funds made available through issuance of highway bonds, the Highway Department has accelerated its construction activities and has advanced

for early completion many improvements which have directly needed for many years passed. Notable among such the major relocation and reconstruction projects recently completed or now under way on the Pacific and Columbia River Highways, U. S. routes 99 and 30, respectively; on the Oregon Coast Highway, U. S. route 101; and The Dalles-California Highway, U. S. route 97. All such major improvements designed to the highest standards of highway practice provide for controlled access, grade separation of intersecting public roads, channelization at traffic intersections, 4-lane construction where traffic volume justifies, and extra travel lanes for slow-moving vehicles on upgrades and over summits in addition to basic design features of alignment, grade work and the supporting strength of soils, rock bases and wear surfaces.

It is of interest to note that the Oregon State Highway Department has led the nation throughout the last two years in getting its Federal-aid projects contracted expeditiously; it is also a matter of record that the Department has kept in its contracting of bond-financed projects with the authorized availability of bond funds.

A brief review of the major projects completed during 1951 and 1952, arranged by highways, is given below. This account is given as a matter of record and to point out the locations and the nature of the highway improvements which have been made during that period.

#### Primary State Highways

Of the 58 primary state highways in the State, 31 have received some measure of improvement thereon under projects completed during the two year period, involving an expenditure of \$38,425,029. Brief descriptions of the projects follow:

*Pacific Highway West, U. S. No. 99W:* The biennium witnessed the completion of 6 projects on this highway which extends from the junction of Denver and Union Avenues north of Portland southerly through McMinnville to Junction City, lying on the west side of the Willamette River



1950-51 1951-52

Vanport, north of Portland, the connection between the highway and the entrance to that locality was restored to service and portions of the flood-damaged highway shoulders brought to proper width.

Of major importance is the completion of the route through Portland, on which that portion from N. Tillamook Street southerly to the Steel Bridge, westerly across the bridge and thence southerly to Ankeny Street to connect with the previously improved Harbor Drive project has been opened to full use during the biennium. This development, under 4 separate contracts, involved the remodeling and reconstruction of the easterly end of the Broadway Bridge, both ends of the Steel Bridge, the repaving of the deck of the Steel Bridge, construction of 6 street grade separation structures, 0.95 mile of Portland cement concrete pavement and 0.85 mile of bituminous paving to provide a 4-lane divided highway for through traffic with additional lanes and ramps provided at important intersections. Street lighting, traffic signals, islands and channelization have also been provided as necessary to expedite the free flow of through traffic and of local traffic without conflict



Northerly portion of La Grande-North Powder Revision on U. S. 30, Union County.

one with one another. This major improvement through the metropolitan area of Portland has materially advanced the solution of traffic problems in that area and stands as a monument of modern highway design and construction. Additional details are given in the preceding biennial report.

From Monmouth southerly 5.21 miles to the Suver Road, the highway has received a new surfacing of bituminous pavement constructed over the previously oiled surfacing, resulting in a strengthening of the travelled-way, the correction of sub-grade deterioration, and the improvement of surface riding qualities.

Expenditures during the biennium for construction work on the Pacific Highway West (U. S. 99W) amounted to \$2,-619,212.

*Pacific Highway East, U. S. No. 99E:* On this route, which extends from the junction of Denver and Union Avenues, north of Portland, southerly through Salem to Junction City, lying on the east side of the Willamette River, 8 construction projects have been completed during the biennium. Resulting from 3 separate projects, N. E. Union Avenue in the Portland area has now been widened and repaved with bituminous pavement to a width of 72 feet from Denver Avenue on the northwest, southeasterly to N. E. Columbia Boulevard, a distance of 1.8 miles. During the 2-year period, the westerly and easterly units, connecting with a previously constructed unit, completed the main highway roadbed; the bridge over Columbia Slough was widened to 4-lane capacity and 3 grade separation structures were put in use. Extensive service roads have been graded and paved on each side of and paralleling the main highway, which roads provide service to the businesses and enterprises in the vicinity without interference with or from main highway traffic. Accesses between the service roads and the highway have been provided at strategic and traffic-controlled locations in the interest of safety.

Another project undertaken and completed in the interests of highway safety was the construction of 0.4 mile of raised median strip island dividing opposing lanes of traffic from Ochoco Avenue, near the Highway Division Office Building

## OREGON STATE HIGHWAY COMMISSION

### Former Members and Terms

E. J. Adams, Eugene, February 28, 1917, to March 31,  
W. L. Thompson, Pendleton, February 28, 1917, to Oct.  
S. Benson, Portland, February 28, 1917, to November 1  
R. A. Booth, Eugene, April 1, 1918, to May 28, 1923.  
J. N. Burgess, Pendleton, Oct. 16, 1919, to Nov. 21, 19  
E. E. Kiddle, Island City, November 26, 1919, to Dec. 2  
J. B. Yeon, Portland, November 22, 1920, to March 31,  
W. B. Barratt, Heppner, January 8, 1921, to March 27,  
Wm. Duby, Baker, March 27, 1923, to July 31, 1927.  
H. B. Van Duzer Portland, April 1, 1923, to October 7,  
W. H. Malone, Corvallis, May 28, 1923, to March 31, 19  
C. E. Gates, Medford, April 1, 1927, to March 11, 1931  
Robert W. Sawyer, Bend, August 1, 1927, to May 28,  
M. A. Lynch, Redmond, May 29, 1930, to August 1, 19  
Chas. K. Spaulding, Salem, March 11, 1931, to February  
Wm. Hanley, Burns, August 1, 1931, to February 16, 19  
J. C. Ainsworth, Portland, October 8, 1931, to February  
Leslie M. Scott, Portland, February 17, 1932, to March  
Carl G. Washburne, Eugene, Feb. 17, 1932, to October 9  
E. B. Aldrich, Pendleton, February 17, 1932, to March  
F. L. Tou Velle, Jacksonville, October 9, 1935, to March  
Henry F. Cabell, Portland, April 1, 1935, to February 2  
Huron W. Clough, Canyonville, April 1, 1939, to April  
Herman Oliver, John Day, April 1, 1940, to March 31,  
Merle R. Chessman, Astoria, April 8, 1943, to October 1  
T. H. Banfield, Portland, February 28, 1943, to March  
Arthur W. Schaupp, Klamath Falls, Apr. 1, 1943, to Mar.

### Present Members

Ben R. Chandler, Coos Bay, appointed October 1, 1946  
Chas. H. Reynolds, La Grande, appointed April 1, 194  
M. K. McIver, Portland, appointed April 1, 1950.

[ 3 ]

◀ Traffic interchanges on approaches to Steel Bridge,  
U. S. 99W in Portland.

